

SOCIETY FOR INDUSTRIAL ARCHEOLOGY NEWSLetter

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TRENTON SEWER FLEECE FLEECE

In February, Sen. William Proxmire (D-Wis.) gave his "Golden Fleece of the Month" award to the Environmental Protection Agency for wasting hundreds of thousands of dollars by approving the preservation of a chunk of Trenton, N.J.'s 1890s sewer as part of the city's proposal to upgrade its sanitation system. The facts surrounding the Lamberton Street sewer project, however, simply do not support Proxmire's conclusion of wasted federal dollars.

The increased project costs purported to be a consequence of overzealous historic preservation are, rather, the result of cost escalation due to shifts in the alignment of the new sewer designed, in part, to avoid the right of way of a proposed freeway. The historic sewer issue is being used by city engineers to cover up "foot dragging" in the development of engineering plans long after the formal historic preservation process was resolved in Aug. 1977 by agreeing to keep 900 ft. of the original brick-lined sewer (or approximately 20% of the total project distance).

It is interesting to note that the city's final plan calls for the preservation of all but 400 ft. of the existing Lamberton Street sewer. That is 3,400 ft. more than was stipulated by historic preservation interests. A total of 4,300 ft. of old brick-lined sewer is being bypassed because of engineering and economic considerations. Proxmire's claim to the contrary, the direct costs of historic preservation in this case (i.e., the EPA's compliance with

the provisions of the Natl. Historic Preservation Act) will be only about \$50,000. The indirect costs—due to four changes in alignment and a two-year delay in construction after the historic preservation issue was resolved—cannot be calculated.

In 1884, Trenton retained Rudolph Hering, a Philadelphia sanitary engineer, to design a comprehensive sewer plan for the city. Hering had designed the Brooklyn sewer system in the 1860s and Philadelphia's system in the 1870s. The controversial Lamberton Street interceptor is part of Hering's system. It consists of a 4,714-ft. vaulted-brick tunnel and was completed in 1891-92.

The effect of the sewer system upon the city was profound, permitting a new standard of comfortable and convenient living and abating many of the nuisances and health hazards that plagued Trenton and all of America's burgeoning 19th-c. cities. The Lamberton interceptor symbolizes the accomplishments of Trenton's public officials and the city's pioneering efforts in the field of sanitation engineering in the late 19th c. The "Golden Fleece" award, we think, was not justified. *Terry Karschner, Office of Historic Preservation, N.J. Dept. of Environmental Protection.*

Mr. Karschner would like to acknowledge the assistance of colleagues Larry Schmidt and Steven Israel in the preparation of this article.

SPENCER SHOPS SLATED FOR TRANSPORTATION "MUSEUM"

The Southern Railway built its central repair shops outside Salisbury, N.C., because it was halfway between Atlanta and Washington, D.C. Construction began in 1896 on a complex that would become one of the nation's largest railroad shops. Southern named the facility after its first president, Samuel Spencer.

The Spencer Shops [HAER, NR] originally included a 15-stall roundhouse; a machine shop with engine, tool, and grinding rooms; blacksmith shop; boiler house; two car-repair sheds; and storerooms, paint house, oil house, and a 60,000-gal. water tank. Beginning in 1904, Southern embarked on a large-scale building program that lasted until the mid-1920s. A new machine shop and erecting shop (known collectively as the "Back Shop") and a 37-stall roundhouse were added. Remarkably, much of the facility remains, including several buildings from the 1896 construction program. (In 1965, the 1896 woodworking and blacksmith shops, and the 1910 boiler house were demolished.)

In its prime, Spencer daily turned out 75 engines brought in for "light repairs" and one completely rebuilt engine. In addition, passenger and freight cars were serviced, assembled into trains, and dispatched from the Spencer Yards. The shops spawned the town of Spencer, and at one time nearly 2,500 people found employment with Southern in this isolated, one-company town in Rowan Co.

Southern's post-war conversion from steam to diesel power was swift; it was one of the first U.S. railroads to make the switch

completely. In the early 1950s, large numbers of workers were laid off, and by 1960 most of the 168-acre facility had closed. The site lay dormant until 1977, when the N.C. Dept. of Cultural Resources recognized its potential for the interpretation of the state's



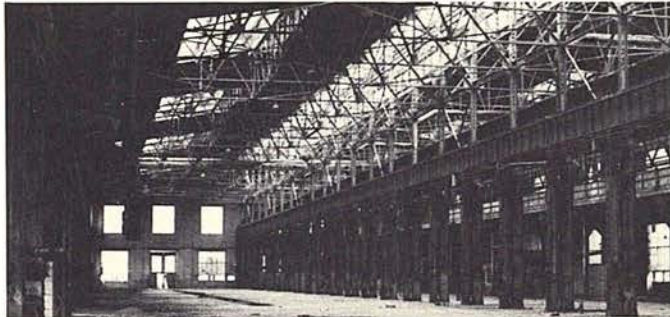
Undated view shows workers at Spencer shuttling parts outside the Back Shop. N.C. Divn. of Archives & History photographs.

NEW EDITORIAL ADDRESS

Direct all editorial correspondence to: Carol Poh Miller, Editor, SIAN, 2940 Somerton Rd., Cleveland, O. 44118. Direct membership inquiries, address changes, etc., to Rm. 5020, as below.

transportation history. Southern generously donated 58 acres for the project.

Consultants Foran & Greer, Inc., of Bath Township, O., and Richardson/Smith, Inc., of Columbus, O., were hired to develop a conceptual framework for the site's interpretation and re-use. In consultation with state officials, they decided that Spencer was large enough to interpret all of the state's inland transportation history, including the Wright Bros. flight at Kitty Hawk. Three philosophical directions have emerged from the initial planning: Historic Spencer Shops will focus on the daily life of the workers; the complex will not be "softened" with landscaping that had no part in its history; and finally, operating vehicles—trains, cars, and planes—will be important elements of the site's interpretation to visitors. Contributions of artifacts and research materials are being sought by the non-profit Transportation History Corp.



Interior of the Back Shop, looking south.

The mammoth scale of the buildings at Spencer poses enormous restoration and maintenance problems that will have to be resolved as development begins. The Back Shop, for example, is two football-fields-long, 150 ft. wide, and seven stories high. The state hopes to open a display and orientation center this fall to demonstrate its plans. The first phase of the Spencer Shops project is scheduled to open in 1983. Spencer Shops will be a stop on the SIA's Fall Tour. *W.J.M.*

IA FOR SALE

David Peifer [SIA] recently submitted a clipping from the Northwest N.J. Daily Record of Jan. 11, 1980. "The happy pot-hunter cum capitalist described [here] may be the precursor of a movement," he wrote. We hope not. The unsavory tale is reprinted here, in part:

FLORHAM PARK—If you want to latch on to an authentic piece of Thomas Edison memorabilia, you can now buy a brick from the kilns of the defunct Edison Portland Cement Co. formerly in New Village, Warren County.

Sally Johnson Franz, 61 Roosevelt Blvd., has several thousand of them. They are available at five area J.C. Penney stores, as well as Stanbeck's here.

She has registered the bricks to ensure their authenticity in a deed book in the same courthouse in Belvidere that Edison used to record the deed to the property upon which the kilns were built.

A registered nurse, Franz said she came up with the idea after reading an issue of *Entrepreneur* magazine.

"It told how a woman in Atlanta, Ga., had purchased the bricks from owners of the demolished Lowell Theatre, where 'Gone With the Wind' had its first showing and sold them at a handsome profit," she said.

Franz said she had always been interested in history. "I knew Edison had worldwide appeal and that he had several properties in the northwestern part of the state."

She said she spent months researching at the West Orange historical site and in Trenton, finally locating papers of the Edison Portland Cement Co. A title search of the present owners followed.

"We found the ruins of the kilns that had first been fired in 1903 and were in operation for 10 years before the plant burned down," she said.

It was there that Edison invented the rotary kiln process for

producing the Portland cement we use today, she explained.

Earlier, Portland cement was manufactured by a crude costly method by placing raw materials in small drum-like cylinders (kilns), heated and agitated [*sic*], producing a small amount of powdery material.

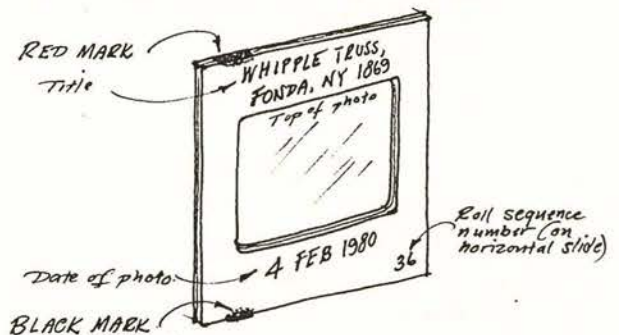
Edison's better way was to create a giant rotating kiln, which quadrupled production and gave a finer quality cement, while using the same amount of energy . . .

Franz said 90 percent of the bricks were destroyed in the process of removing them from the kiln site because of their age.

After trucking them to her home, where they are kept in the basement and garage, neighborhood boys, working after school, painstakingly removed the cement and washed the bricks.

Each brick has been numbered on a brass plaque, and the buyers are told to send their names and addresses to Franz.

If We Can Put a Man on the Moon . . . THE HEARTBREAK OF MIS-SLIDING



It never fails to amaze how many lecturers are unable to get every single slide on the screen top-side-up and right-way-to. The method of slide marking illustrated is utterly simple, totally foolproof, and highly recommended. The two quick steps can be carried out immediately, at the initial inspection of the slides:

1. The slides are viewed directly and all are placed to read correctly, and stacked, the horizontals left as is and those with vertical images turned 90°. Thus, in the stack, each view will have its top up and its left to the left. For Kodak and most other brands this means, when looking at the slide, the printing will be on the back, and the stamped roll-sequence number will be at the bottom right for horizontal views and the bottom left for vertical views.

2. The stack then is held tightly and the whole slashed top and bottom with fat felt-tip pens, as shown. Best if the marking is a bit moist so as to bleed slightly to the face of the mount, making it fully visible from the front as well as from the top and bottom.

In practice, the system works as follows: when the RED mark is at TOP LEFT, the image is correct for direct viewing. More important, in loading a carousel cartridge, when the BLACK mark is UP and to the OUTSIDE, everything is correctly projected and the gaffe of mis-sliding forever eliminated. If a group of slides is dropped, they can instantly be put back in proper arrangement. *W. Bollman, Great Works, Maine*

NOTICE

We regret that, due to changes in the structure of the Society's Headquarters office, there seem to have been occasional procedural slips during the last six months. If you have suffered any of the following, please so notify SIA Inspector General, Room 5020, etc.: missing newsletters (6 issues in 1979; Jan., Mar., May, 1980); missing *IA* journals (Vol. 5, 1979; Vol. 6, 1980 — both mailed this spring); membership or other checks not banked and returned; publications ordered but not received; address/name changes not made as requested; you've recently joined but not received new-member packet (back issues, Constitution, etc.); other problems.

MISC. SITES & STRUCTURES

"It weighs 60 tons, travels 45 mph, and shoots a cannon with computerized accuracy," according to the UPI report. It's the **XM-1**, America's first new battle tank in more than 20 years. The first two tanks rolled off the assembly line at Chrysler Corp.'s Lima, O., plant late last month.

The Va. Dept. of Highways & Transportation has recycled the **Roaring Run Bridge** [HAER], an iron bowstring arch truss, oldest of its kind in the state, as footbridge at a new rest area on Interstate 81. The bridge now crosses a branch of the Roanoke R. just north of the Ironto exit in Montgomery Co. Originally it spanned Roaring Run in Bedford Co. It was built c. 1878 by the King Iron Bridge & Mfg. Co. of Cleveland. The bridge served vehicular traffic on State Rt. 637 until 1971, when it was scheduled for demolition. The state's environmental quality divn. rescued it. Cost of moving and reconstructing the 50-ft. span was \$21,000, borne by both state and federal governments.

ASCE's National Capital Section has initiated an effort to protect and preserve forty **sandstone markers** set almost 200 years ago to define the limits of the nation's capital. Maj. Andrew Ellicott, with the assistance of Benjamin Banneker, a free black man, completed the job in 1793. The Section has asked ASCE members to support S. 2038 and HR. 5953, which would appropriate money to mark and maintain the boundary stones.

An **Imperial Type 10 air compressor**, built at Ingersoll-Rand's Painted Post, N.Y., plant in 1912, still supplies air for pneumatic hand tools and blow cleaning at the Silvertown, London, plant of River Thames Shiprepairs Ltd. The compressor, fitted with a 100-kW 600-rpm motor, also supplies air to several 90-year-old punch hammers and to the forge shop. The pre-WWI compressor was one of a pair produced for what was then R & H Green Silley Weir Ltd. The machine is believed to be one of the oldest working compressors in the world.

In Germany, a unique museum is scheduled to open in Florzheim. It will display a **history of mining** through the ages and will be located underground, in a 250-meter tunnel in the northern Black Forest, an area mined as early as 2500 years ago. The mine, which has 40-meter-high walls, needs only minor alterations before it can be opened to the public.

The world's longest single-span suspension bridge, four years late

and five times in excess of budget, is heading toward completion over the Humber River in England. The **Humber Bridge**, with a center span of 4,626 ft., will eclipse the 4,260-ft. center span of the Verrazano-Narrows Bridge connecting Brooklyn and Staten Island. The latest estimate of the bridge's cost is \$162 million—a hefty price for a bridge critics are calling a "white elephant" because it does not really go anywhere. Supporters claim it will open up the south side of this Yorkshire estuary, in east-central England, to new industry.

In July 1979, Bethlehem Steel Corp. donated 13+ acres of its **Joanna Furnace** property near Morgantown, Pa., to the Hay Creek Valley Historical Assn. Clean-up operations are well underway at the Pa. Historic Site, and an archeological dig in cooperation with the Great Valley Regional Archeology Center is planned. Restoration will follow.

Once one of the largest producing gold mines in N. America, the abandoned **Alaska-Juneau Mine** [SIAN July 78:1-2] is being converted into a reservoir for the capital city's water supply. Once sealed, a section of the mine, which honeycombs the inside of the mountain, will be flooded for water storage. A diversion dam is currently under construction deep inside one of the shafts.

The Alabama Historical Commn. has awarded a \$9,000 matching grant-in-aid to the Pea River Historical and Genealogical Society to restore the former **Atlantic Coastline Depot** at Enterprise, built in 1903 and the oldest wooden public building in town, as a museum and society headquarters.

The National Park Service recently completed the purchase of the **Delaware Aqueduct Bridge** [NHL, HAER] that spans the upper Delaware R. between Minisink Ford, N.Y., and Lackawaxen, Pa. It was constructed in 1847-48 by John A. Roebling and is the oldest suspension bridge in the nation. NPS purchased the bridge through acquisition of the stock of the Lackawaxen Bridge Co., owned by the Albert Kraft [SIA] family of Hawley, Pa. The bridge, originally part of the Delaware & Hudson Canal, later was converted to vehicular use. It was one of the last privately operated bridges on the eastern seaboard. The bridge was closed in the spring of 1979 after vandalism made the span unsafe. Although the bridge remains closed, the Federal Hwy. Admin. will determine whether it can be reopened to pedestrians or light vehicular traffic. The NPS plans to install an interpretive exhibit at each end of the bridge, telling visitors of its historical function as part of the D. & H. Canal. [See SIAN, Sept. 72:1, July 73:1, July 77:1, Sept. 77:1.]

Island Winery Will Ferment Again

Meier's Wine Cellars, Inc. of Silvertown, O., and its parent company, Paramount Distillers of Cleveland, have announced plans to renovate the 96-year-old Lonz Winery on Middle Bass Island (O.) in Lake Erie. Paramount recently purchased the castle-like

brick and stone winery with its neglected vineyards for \$400,000. Meier's president Robert Gottesman hopes to have grapes producing there within four years. Meier's already owns nearby North Bass Island, where it grows much of its wine grapes which are then fermented at its Silvertown facility.

Peter F. Lonz founded the island winery in 1884. In 1922 he sold it to his son, George, who operated it until his death in 1968. The winery, which faces the south shore of the small (3-mi.-long) island, once had an international reputation. In 1929, France awarded it the Grand Prize for its grape juices; Italy, in 1934, gave it the *Gran Premio* for its dry wines. Lonz was one of the few makers of champagne in the United States.

Since 1968, the vineyards have been left untended. Trespassing revelers have vandalized the 100-by-150-ft. winery, which the WPA *Ohio Guide* (1940) described as "a mason's caprice" because of its random-patterned, often whimsical, brick and stone work. Island residents, who number only about 35 year-round, are enthusiastic about the news of its renovation.

CONTRIBUTORS TO THIS ISSUE

Margot Gayle, Friends of Cast Iron Architecture; William J. McCrae, Foran & Greer, Inc.; Matthew Roth, Conn. Historical Commn.; Helena Wright, Merrimack Valley Textile Museum.



Photograph by Henry M. Barr Studios, Inc.

IA IN THE NATIONAL REGISTER

Compiled by Carol Dubie

National Register listings, Mar. 15, - Apr. 15, 1980:

COLORADO. Chamberlin Observatory, Denver. 1894 Romanesque observatory with telescope lenses by Alvan G. Clark, prominent builder of optics for scientific instruments in last half of 19th c. **Winfield Mining Camp**, Buena Vista vic. Four structures surviving from 1880s mining camp.

DISTRICT OF COLUMBIA. Arlington Memorial Bridge. McKim, Meade & White monumental 9-span reinforced concrete bridge faced with North Carolina granite, 1926-32. **Boulder Bridge and Ross Drive Bridge**. Melan arch faced with stone, 1902, and 3-hinged concrete arch, 1907.



Boca Grande Lighthouse and Asst. Keeper's Residence. Florida Divn. of Archives, History & Records Management.

FLORIDA. Boca Grande Lighthouse, Boca Grande vic. 1890s wood frame lighthouse opened the Boca Grande harbor for large phosphate shipments.

GEORGIA. Dahlonega Consolidated Gold Mine, Dahlonega vic. Site of mine reported to be one of the largest and best equipped at the time of construction (1906). Surviving structures include assay building, flue chamber, smokestack, and misc. foundation walls. **Rose Hill Mill and House**, Thomaston vic. 1859 mill with 1880s machinery, millstones, and dam.

ILLINOIS. Peoria Waterworks-Pumping Station 1 & 2, and Main Well House, Peoria. 1890, 13 structures, undated interior equipment.

MARYLAND. Motor Vessel Bancroft, Baltimore City, 1925 launch, resembling older steam launches. **Chesapeake Bay Brogan Mustang**, Annapolis. 1907, a late example of mid-19th-c. seafood harvesting vessel. **Chesapeake Bay Bugeye**, Solomons.

MASSACHUSETTS. Dorchester-Milton Lower Mills Industrial District, Boston. Sixteen brick industrial structures, 1872-1935. Mills, store, warehouses, and grain elevator associated with the Baker Chocolate Co. **Echo Bridge**, Needham. Seven-span granite-arch aqueduct, 500 ft. long, constructed in 1876 as part of Sudbury R. conduit carrying water to Boston. **Middlefield-Becket RR Bridge District**, Middlefield. Series of ten RR bridges and right-of-way crossing Westfield R., built 1840-1923; granite and concrete spans associated with Western RR. **Palmer Island Light Station**, New Bedford. 1849 circular rubble masonry tower, 24 ft. high, dating from active use of harbor by whaling fleets. **Washburn Grain Mill**, Middleboro. 1899 wood frame mill with unusual timber crib grain elevator, in operation until 1974.

MINNESOTA. Pipestone Country Multiple Resources: Pipestone Water Tower and Rock Island Depot. 1915 depot and 1920 reinforced concrete water tower, the latter a good example of its type and a twin of the Brainerd Water Tower [NR].

MISSISSIPPI. Kramertown-RR Historic District, McComb. 1880s-1920s Illinois Central RR shops, foundation of McComb's economy. Includes turntable, coal chute, machine shops, boiler shops, warehouses, and wooden elevated tank.

NEW HAMPSHIRE. Salmon Falls Mill Historic District, Rollinsford. Intact mid-19th c. textile mill complex including four major brick mill buildings, 1840s-1860s, 1909 concrete dam, 1888 5-span B&M RR bridge, 1888 steam engine house. Prepared by Richard M. Candee [SIA]. **Tilton Island Park Bridge**, Tilton. 1881 iron Truesdale truss (patented 1856) footbridge, a rare example. **West Swanzey Covered Bridge**, West Swanzey, 1832 two-span Town lattice truss.

NEW YORK. Floyd Bennett Airfield Historic District, Brooklyn. 1928-31 airfield reflecting 1928 Dept. of Commerce guidelines for airport facilities; steel frame and brick bldgs. **Miller Army Airfield Historic District**, Staten Island. 1920 Seaplane Hangar #38, a rare example of an early-20th-c. aviation facility.

OHIO. Knowlton Covered Bridge, Rinard's Mills vic. Reconstructed c. 1890, 3 spans with central 44-ft. Burr arch and 42-ft. multiple king-post end spans. **Robinson-Ransbottom Pottery Co.**, Roseville and Ironspot, Muskingum Co. 1901+ pottery mfg. complex, including early-20th-c. beehive kilns. Homes of the four Ransbottom brothers, company founders, also are included. Prepared by David Taylor [SIA].

OREGON. Oregon Ry. & Navigation Co. Bridge, Coburg. 1887 single-span (405 ft.), pin-connected, double-intersection Pratt truss, moved in 1907 to replace wooden span on Southern Pacific spur line used to transport timber.

PENNSYLVANIA. Bedford County Covered Bridges Thematic Resources. Fourteen bridges, includes 2 multiple king-posts and 12 Burrs, 1872-1902. **St. Mary's Covered Bridge**, Orbisonia vic. 1889 Howe truss, one of four identified in Pa.

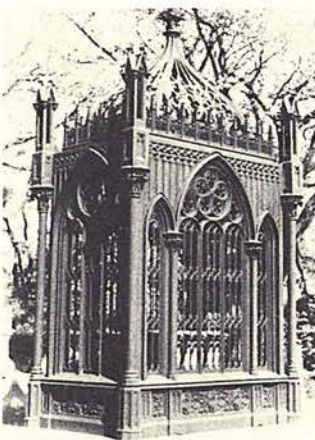
VIRGINIA. Cat Rock Sluice of the Roanoke Navigation Co., Brookneal vic. Best preserved portion of 11-mi. system of sluices, wing dams, and towing walls constructed in 1827 by the Roanoke Navigation Co. to permit passage of poled river boats through the falls of the Roanoke as far as Salem.

WASHINGTON. Union Depot-Warehouse District, Tacoma. 26-acre brick depot and warehouse district, 1880s-1920, dominated by domed Union Station.

WEST VIRGINIA. Coal House, Williamson. 1933 "house" built of 65 tons of bituminous coal mined from the Winifrede Seam, Mingo Co., "symbolizing the dominance of coal in the region."

WISCONSIN. Van Loon Wildlife Area Truss Bridge Thematic Resources, La Crosse Co. [SIAN, Mar. 80:3].

THE MONROE TOMB



Margot Gayle photograph.

A unique and beautiful cast-iron funerary monument can be seen in Hollywood Cemetery, Richmond, Va. It marks the grave of James Monroe, fifth president of the U.S. The iron tomb was of great interest when it was created in 1859 by Richmond architect Albert Lybrock, a young Alsatian expatriate whose design won a competition. But now its existence is little known, and in our century it has received a minimum of attention and upkeep.

In recent years, the Friends of Cast Iron Architecture have urged preservationists in Virginia to study the needs of the iron tomb before it becomes more seriously deteriorated. Although it has been painted from time to time and looks rather handsome in its recent coat of black paint, the problem lies in the spread of rust, out of sight, beneath the tomb's more than one hundred years of paint.

Iron restorationist Edmund Wittkamp of Danbury, Conn., has visited the tomb for the Friends. Observing that many of the bolts are all but rusted through, Wittkamp reported: "Over the years water has collected in small pockets throughout the monument. With freezing and rusting, the pockets have expanded and forced the pieces apart. Although the iron has received repeated painting, rust has continued to spread. To halt this, the structure should be disassembled, sandblasted, damaged parts repaired, painted with rust-resistant primer, then reassembled with new stainless-steel fasteners. Caulking and final top coats of paint should be added."

The President's remains were brought by ship to his native state

some quarter century after his death in 1831 at his daughter's home in N.Y.C. The tomb, with its almost frail-looking walls of open tracery, is surmounted by a perforated pointed roof. It was fabricated by Wood & Perot, a well-known Philadelphia foundry specializing in ornamental ironwork. The firm's trademark is cast in the tomb's sill. The tomb is approximately 9 x 13 ft. by 15 ft. tall and rests on a granite base. Like any other sizeable and elaborate example of cast-iron architecture, it is composed of almost numberless sections and details, fitted and bolted together. It stands at the edge of the historic cemetery on a bluff overlooking the James River.

SIA members who understand the vital importance of regular maintenance for metal structures exposed to the elements perhaps might persuade Virginia officials (and perhaps members of Congress as well, since this is a presidential tomb) of this need. Letters to the Governor of the State of Virginia may be addressed to The Honorable John N. Dalton, Capitol Bldg., Richmond, 23219. Immediate restorative care will ensure the tomb's survival for years to come. *M.G.*

IA SURVIVALS

Below, a few "elderly" items from the files we can't resist noting:

The **E.J. Scudder Foundry** in Trenton, N.J., still manufactures quoits. Joseph DiStefano, a Scudder employee who took over the business in 1961, says his firm handles about 80 quoit orders each year. Business, in fact, is backlogged "because so much work goes into a good professional quoit." DiStefano says that the quality of the steel casting is the important thing: "Quoits can be destroyed on the first pitch if not just right." The *Trenton Times*, which reported on the Scudder Foundry last year, noted that although the roots of the sport stretch back to ancient Greece, quoits "seems to have enjoyed its greatest popularity in the 20th century in the immediate Trenton area." So, Trenton would appear to be the quoits center of the world. Maybe they should change the sign on the bridge . . .

As far as he knows, Gerald F. Carr, a retired railroad conductor, is the last of the **spruce gum makers**. Carr still sells "Kennebec Spruce Gum" to strong-jawed chewers in all 50 states. The gum is made from the dried sap of the spruce tree. Maine's spruce gum industry boomed at the turn of the century, until the decline of the spruce forests and a shortage of "diggers" contributed to its decline. Today, Carr produces a ton or so of the amber-colored nuggets each year, buying most of his raw gum from two diggers in Nova Scotia. Working in an old schoolhouse at Five Islands, Me., Carr mixes paraffin, pine and spruce gum resin, raw spruce gum, and bark. He boils the mixture in a huge cauldron. The bark eventually is skimmed off. The gum is cooled and dried, then run through a hand-cranked molder and dusted with cornstarch. Carr packages the gum at his home in Portland, then ships it throughout the U.S., even overseas. The folksy packets bear the legend "From the Forests of Maine."

The **Califon Basket Co.**, located in the Califon Historic District [NR] in Califon (Hunterdon Co.), N.J., is the last wood-fired, steam-driven industry in the state. The firm's owner, John Federowicz [SIA], says there is a measure of fame but little fortune in being, in addition, the only manufacturer of the traditional, all-wood peach basket in the U.S. Federowicz bought the business about six years ago "to keep an antique in operation as a 'working museum'." The company was founded in 1889 as the Hoffman Basket Co. It was then located in nearby Potterville. In 1903, when the factory was moved to Califon, it was one of about 50 in the state making wood peach baskets. Then a blight wiped out the N.J. peach crop, and many farmers turned to the dairy business. Competition from plastic-bottomed baskets and cardboard boxes brought hard times to wood basket makers. Today, Federowicz alone shoulders the demand for wood baskets in an 18-state area. At his Califon shop, a steam engine powers machines that cut continuous strips and the staves and strips for the baskets' hoops. The pieces are then assembled by hand—that is to say, *two* hands, those of employee Roger Beam, who turns out two baskets a minute, 5,000 each week.

MORE IA ON FILM

The notes about "Norma Rae" [SIAN May 79:2] and early film footage of mechanical and industrial interest in the "paper prints" collection of the Library of Congress [SIAN Nov. 79:9] may have whetted appetites for more cinematographical citations. A special issue of *Film Library Quarterly* (Vol. 12, Nos. 2/3, 1979), "American Labor Films," adds more titles to the list. Available from American Labor Films (c/o Film Library Information Council, Box 348 Radio City Station, N.Y.C. 10019, \$7. postpaid), the 112-pp. issue includes sensitive essays, reviews, and a directory of several hundred films with distribution information. Films range from student efforts about assembly line work to union and OSHA productions aimed at industrial safety, newsreels, and feature films. Substantive analysis of these films is provided in the essays and reviews, and in the Jan.-Feb. 1980 issue of *Radical America* (Vol. 14, No. 1, available for \$2. from Alternative Education Project, Inc., 38 Union Square, Somerville, Mass. 02143), which contains two review essays on movies about workers. While the primary focus of both publications is labor on film, industrial sequences figure prominently in many of the productions, and we in IA need to be reminded occasionally of the human factor which sometimes is obscured or slighted in this organization. Sally Field, by the way, won an Oscar for Best Actress for her performance in "Norma Rae." No weaverette she! *H.W.*

MISC. NOTES

"**INDUSTRIAL HERITAGE OF BRITAIN**" is the title of a tour to Ironbridge scheduled for July 18-20. Abraham Darby's successful application of coke as a fuel for the production of iron sparked a tremendous surge in the output of iron in the late 18th c., marking the birth of the Industrial Revolution. Accordingly, the tour starts at Darby's iron foundry in the small mining community of Coalbrookdale. Early applications of the "new" material to be seen will be the Iron Bridge itself and the Longdon-on-Tern Aqueduct. Cost of the tour is £44. Information: Leisure Learning Weekends, Embassy Hotels Ltd., Station St., Burton-upon-Trent, Staffs., DE 14 1BZ, England.

MICHAEL B. FOLSOM [SIA] will conduct the 2nd Annual "Central Vermont Do-It-Yourself IA Tour," July 11-13, in conjunction with the Univ. of Vermont's IA Institute [see SIAN May 80:7]. Details from Mr. Folsom, Bethel Gilead, RFD 1, Randolph, Vt. 05060.

APT ANNUAL MEETING. The Assn. for Preservation Technology will hold its 1980 meeting Oct. 2-4 in Quebec City at the Hotel le Concorde. Topics this year are Preservation in the Urban Environment and the Craft Aspect of the Preservation Business. A pre-conference training course, Sept. 29 - Oct. 1, will deal with the restoration and repair of small vessels and ships.

THE 2ND ANNUAL AUCTION OF ANTIQUE ENGINES & MECHANICAL AMERICANA will be held on Sun., July 27 at the Owls Head Transportation Museum, Owls Head, Me. Information: OHTM, Box 277, Owls Head, 04854.

THE PUBLIC WORKS HISTORICAL SOCIETY is preparing an annotated bibliography of public works and environmental history in the U.S. The \$46,000 project, funded in part by a Natl. Endowment for the Humanities grant, is administrated by Drs. Sullen M. Hoy and Michael C. Robinson and will be completed in Aug. 1980.

POSITION AVAILABLE — HISTORIAN OF SCIENCE & TECHNOLOGY: Asst. or assoc. prof., depending on qualifications, for tenure-track position. Responsibilities for teaching and ongoing research on the American Coal Industry. Expected to participate actively in planning and development of a public history program. Prefer experience in teaching and research in 19th c. American science and technology. Terminal degree required. Salary competitive. Send resume and letter of application to E.L. Kemp, Chairman, Search Committee, Program in the History of Science and Technology, G14 Woodburn Hall, West Virginia Univ., Morgantown, W. Va. 26506.

RESEARCH GRANTS. The Grants-in-Aid Committee of the Early American Industries Assn. has announced the recipients of annual grants for 1980 and their projects. Awards of \$1,000 each were made to Nancy Baker, Research Coordinator, Historic Annapolis, Inc., Annapolis, Md.; William H. Mulligan Jr., Assistant to the Director, Regional Economic History Regional Center, Eleutherian Mills-Hagley Foundation, Inc., Wilmington, Del.; and Robert Sherman, Springfield, Ill.

Nancy Baker's research will focus on how ship chandlery manufacture functioned in a traditionally non-industrial city like Annapolis. The tools, products, and economic viability of the workshops of ropemakers, blockmakers, and sailmakers will be studied with the aim of contributing to the knowledge of each craft and improving the interpretation of the maritime industries of Annapolis. The study is expected to contribute to Historic Annapolis's permanent exhibit on the Annapolis waterfront.

William Mulligan will investigate visual sources bearing on the tools and work of shoemakers of Lynn, Mass. from 1700 to 1870. He will study the relationship between family life and work in a community of shoemakers in an attempt to understand their world and how they responded to its alteration by mechanization.

Robert Sherman's study of pottery shops and industries of Ill. will focus on the tools, methods of production, and products during the years 1800-1917.

THE STATE OF MARYLAND currently is recruiting candidates for the following positions with the Dept. of Economic & Community Development, Maryland Historic Trust: **Historic Sites Surveyor**, salary \$3,843.96, 4 mos. contract, based in Annapolis. To conduct survey of 9 complexes operated by the Md. Public Safety and Correctional Services and produce final report to MHT standards. M.A. in architectural history, preservation, or related field required; historic survey/Ntl. Register experience and strong writing/editing skills essential. **Historian**, salary \$13,455., 1 yr. contract, based in Frostburg (Allegany Co.). Also, two **Summer Survey Interns (architectural historians)**, salary \$2,203.98, 3 mos. contract, based in Frostburg. Interdisciplinary team will record significant above-ground resources in Garrett Co. at request of Md. Bureau of Mines, in conformance with the Surface Mining Control and Reclamation Act of 1977. Historian's position requires M.A. in history or related field; prefer IA experience and knowledge of 19th & 20th c. coal mining operations; historic survey/Natl. Register experience and writing/editing skills essential. Interns must have B.A. in arch. history, M.A. completed or in progress in architectural history, preservation, or related field; survey and NR experience, writing/editing skills essential. Send resume to: Mark R. Edwards, Historic Sites Survey Coordinator, MHT, 21 State Circle, Annapolis 21401. (301) 269-2438.

INQUIRY

Can anyone identify the design of these kilns? Built in 1890 by the Jamul Portland Cement Mfg. Co., they still stand a few miles inland of San Diego, Calif. Conceived as a speculative venture during the boom of the 1880s, the plant failed less than six months after the first firing due to high labor and transportation costs, a glut on the Calif. market, and operational difficulties. An article on the kilns, which resemble a German continuous-fired *Schachtlofen*, has been published in the *Journal of San Diego History* (1979, Vol. 25, No. 4), but additional technical information on such kilns would be appreciated by the author. Contact David Burkenroad, 3169 Bremerton Pl., La Jolla, Calif. 92037.



David Burkenroad photograph.

ARCHIVAL COLLECTIONS

SANTA FE RAILWAY motive power and rolling stock materials are being donated by Frank W. Ellington to the Kansas State Historical Society. Curator Jack W. Taylor said the research collection will include about 250 drawings and 1000 photographs. Ellington, author of *Passenger Train Cars of the Santa Fe* and *Caboose Cars of the Santa Fe Railway*, will release portions of the collection as he finishes his own research.

ILLINOIS & MICHIGAN CANAL materials, about 600 unindexed volumes, are available for research. Contact Miss M.C. Norton, Archivist, Illinois State Library, Old State Capitol, Springfield 62706.

SIA AFFAIRS

SOUTHERN NEW ENGLAND CHAPTER. On May 3, SNEC met at the Gurleyville Gristmill in Mansfield, Conn. Joshua's Tract Conservation & Historic Trust, new owners of the 1830s mill, hosted the gathering. Annarie Cazel of the Trust welcomed SNEC members and gave a brief history of the site. The mill contains all



Gurleyville Gristmill, looking NE. Frances Funk photographs

equipment as it was installed in the 1870s, plus square-section line-shafting from the 1830s. Remains of the timber cribwork dam are visible on both banks of the Fenton R. behind the mill, but the prime mover—an 1870s turbine—is missing. It had been housed in a sawmill immediately upstream from the gristmill, and the sawmill has been demolished.

The wheelpit of the gristmill was full of trash lumber that prevented determination of the power system first used in the mill, so fearless SNEC members pitched in to clean it out. Larry Gross directed the work, keeping everyone moving yet out of harm's (and each other's) way. Ted Penn sawed up the big pieces and trucked everything to the dump. Several sound timbers, some with tenoned ends, were saved for possible use in restoration work on the mill. In addition, a dozen or so pieces of wrought-iron hardware were recovered from the pit, cleaned, and stored for further analysis. While all this was going on, Tom Fisher, architect with the Conn. SHPO, recorded the building, and Chuck Parrott and Pat Malone recorded the power-train and wheelpit. Their findings will be rendered as measured drawings to aid in restoration work and in interpretation of the site when Joshua's Trust opens it as a museum. M.R.



In the pit: Benjamin Funk, Herbert Darbee, Bruce Clonette, Chester Gehman.

SNEC now publishes a newsletter. Vol. 1, No. 1 appeared in April. David Starbuck, editor, sees the new publication as a promotional tool for "one of the most vital centers of IA activity in the country." The newsletter, which will appear semi-annually, will

report on IA-related events and projects in the region. Annual dues for SNEC membership, which includes a subscription to the Newsletter, is \$3. Checks payable to SNEC-SIA should be sent to William Goodwin, Treasurer, 8 Wolcott Terr., Winchester, Mass. 01890. Ed.

WORLD HERITAGE LIST COMPILED

Earlier this year, the Heritage Conservation & Recreation Service of the U.S. Dept. of the Interior solicited suggestions from federal agencies, state and local officials, private organizations, and individuals for a World Heritage Inventory of natural and cultural properties of international importance. The U.S. and, to date, 47 other nations have ratified the Convention Concerning the Protection of World Cultural & Natural Heritage, which establishes a means by which natural and cultural areas of "outstanding universal value to mankind" may be recognized and protected. The inventory of suggested U.S. World Heritage properties, which provides the basis for selecting U.S. nominations for 1981 and subsequent years, includes the following IA sites and structures:

Arizona — Hoover Dam [HAER]; Roosevelt Dam

Illinois — Eads Bridge; John Deere Home and Shop; Pullman

Historic District [HAER]

Maryland — Baltimore & Ohio Railroad Museum and Mount Clare Station [HAER]

Massachusetts — Lowell Locks and Canals [HAER]; Springfield Armory Natl. Historic Site

Michigan — Ford River Rouge Complex; Highland Park Ford Plant

Missouri — Wainwright Building

New Jersey — Fink Truss Bridge; Hangar No. 1, Lakehurst Naval Air Station

New York — Brooklyn Bridge [HAER]; Soho Cast Iron Historic District

Ohio — Goodyear Airdock

Pennsylvania — Drake Oil Well; U.S.S. Olympia

Rhode Island — Old Slater Mill [HAER]

Texas — U.S.S. Texas

Utah — Golden Spike Natl. Historic Site

Virginia — Cyrus McCormick Farm and Workshop; Drydock No. 1, Norfolk Naval Shipyard

West Virginia — Wheeling Suspension Bridge [HAER]
Comments or suggestions of additional properties should be sent to the Director, HCRS, U.S. Dept. of the Interior, Washington, D.C. 20243.

PUBLICATIONS OF INTEREST

Compiled by Robert M. Frame III, Minnesota Historical Society,
and Robert M. Vogel

Alan Axelrod, **A Century of Light: The Development of Iowa's Electric Utilities**. In *Palimpsest* (Iowa St. Hist. Soc.), Sept./Oct. 1979, pp. 130-155.

J. Neville Bartlett, **Carpeting the Millions: The Growth of Britain's Carpet Industry**. Edinburgh: John Donald Publishers, 1977. 296 pp. £ 12.50. Concentrates on 1840-1914 period. Rev.: *Bus. Hist. Rev.*, Spring 1979.

Michael Bezilla, **The Pennsylvania RR and the Development of Mainline Electrification**. In *J. of Historical Studies*, Spring 1977, pp. 9-27.

Kate Bolton, **The Great Awakening of the Night: Lighting America's Streets**. In *Landscape* (Box 7107, Berkeley, Calif. 94707), 1979. Street lighting, ca. 1900.

Frederika A. Burrows, **Windmills on Cape Cod and the Islands**. William Sullwood, 18 Pearl St., Taunton, Mass. 02780. 133 pp., illus. \$6.95/2.95 + post.

Ranulph Bye [SIA], and Margaret Bye Richie, **Victorian Sketchbook**. Haverford House (34 West Ave., Box 408, Wayne, Pa. 19087), 1979. 128 pp., 50 color illus.; \$35. Watercolors of 19th c. architecture, including IA, by Bye; text by Richie.

Norman L. Clapp and Albert H. Garner, **Look Back at the Future**. In *Water Spectrum* (Avail.: Chief of Engineers, Dept. of the Army, Wash., D.C. 20314), Summer 1979, pp. 20-26. The undeveloped hydroelectric potential of existing dams.

Mimi Conway, **Rise Gonna Rise: A Portrait of Southern Textile Workers**. N.Y.: Anchor/Doubleday, 1979. 228 pp. \$10.95. Focuses on J.P. Stevens Corp.

Paul Dickson, **The Great Railroad War of 1877: America's First National Uprising**. In *American Heritage*, Feb./Mar. 1978, pp. 56-61.

Leonard K. Eaton [SIA], **Reinforced Concrete in 1906: The Bemis Bag Plant in Winnipeg, Canada**. In *Concrete International*, Feb. 1979, pp. 63-65.

James E. Fell, **Rockefeller's Right-Hand Man: Frederick T. Gates and the Northwestern Mining Investments**. In *Business Hist. Rev.*, Winter 1978, 52:537-61.

Robert M. Frame III, [SIA], **Now For Something Completely Different . . . Industrial Archeology**. In *Minnesota History Interpreter*, July 1978, pp. 1-2. Publication by Minn. Hist. Soc. for local societies—article to alert them to IA.

James M. Goode, **Capital Losses: A Cultural History of Washington's Destroyed Buildings**. Wash. D.C.: Smithsonian Press, 1979. \$37.50. Some industrial structures.

Roger H. Grant, **The Country RR Station in the West**. In *Journal of the West*, XVII (Oct. 1978), pp. 28-40.

Donovan L. Hofsommer, **What is the Future for RR Branch Lines in Rural Areas?** In *The Chronicles of Oklahoma*. Winter 1978-79, pp. 393-408.

Donald C. Jackson [SIA], **Kauai's Opaekaa Bridge: The Only Known British Truss Bridge in the U.S.** In *Industrial Archaeology*, Summer 1978, pp. 163-174.

Emory L. Kemp [SIA], **Links in a Chain: The Development of Suspension Bridges 1801-70**. In *The Structural Engineer* (London), August 1979, pp. 255-63. Carefully written, well documented.

Kenneth D. LaFayette, **Flaming Brands: Fifty Years of Iron Making in the Upper Peninsula of Michigan, 1848-1898**. Marquette: N. Michigan Univ. Press, 1977. 58 pp. \$4.75. Rev.: *Business Hist. Rev.*, Autumn 1979.

Elizabeth Levy and Tad Richards, **Struggle and Lose, Struggle and Win: The United Mine Workers**. N.Y.: Four Winds Press, 1977. 122 pp. \$6.95. Rev.: *Bus. Hist. Rev.*, Winter 1978.

Albro Martin, **James J. Hill: Entrepreneur in the Classic Mold**. In *Journal of the West* XVII (Oct. 1978), pp. 62-74.

David McCullough [SIA], **Civil Engineers are People**. In *Civil Engineering*, Dec. 1978; pamphlet reprint 1979, avail.: American Society of Civil Engineers, 345 E. 47th St., N.Y.C. 10017. 13 pp. paper. Based on Sept. 1978 talk by McCullough.

Joseph M. McFadden, **Monopoly in Barbed Wire: The Formation of the American Steel & Wire Co.** In *Business Hist. Rev.*, Winter 1978, pp. 465-89. Formed in 1899, AS&W of N.J. became part of U.S. Steel Corp.

Sarah Pressey Noreen, **Public Street Illumination In Washington, D.C.—An Illustrated History**. G.W. Studies No. 2, 1975. 55 pp. \$3.50. Avail.: Divn. of Experimental Programs, George Washington Univ., Wash., D.C. 20052.

Margaret Opsata, **When a Factory is a Home**. In *Historic Preservation*, Oct./Nov. 1978, pp. 20-25. Factories and mills converted to elderly housing.

Arlene M. Palmer, **The Wistarburgh Glassworks**. Salem County Hist. Soc. (79-83 Market St., Salem, N.J. 08079), 1976. 38 pp.,

illus., paper. \$3.50 ppd.

Joel A. Tarr, **Coal & Natural Gas: A Century of Fuel Alteration in the Pittsburgh Region**. In *Energy History Report*, Feb. 1980, pp. 1-2. (EHR: 7G-033 Forrestal Bldg., DOE, Wash., D.C. 20585. Gratis.)

Civil Engineering Resource Information: Bridges, Major Worldwide. American Society of Civil Engineers, 345 E. 47th St., N.Y.C. 10017. 16 pp. Gratis. Tables giving details of longest suspension, arch, steel truss, cable-stayed, girder, and cantilever bridges + notes on efficiency and other characteristics.

SERIALS

John Fondersmith [SIA], ed., **American Urban Guidenotes**. Quarterly. American Urban Guides, Box 186, Wash., D.C. 20044. \$9; single copies \$2.50. First issue Summer 1979, 12 pp. Experimental attempt to serve the "community of interest about guidebooks—among guidebook writers, publishers, sellers, users, collectors, and historians." Focus on urban U.S. Much on architectural guides, city guides.

Judith L. Levy, ed., **Barge Talk**, Floating Through Europe Inc., N.Y.: 501 Madison Ave.

Milling Around. Lowell National Historical Park, 171 Merrimack St., Lowell, Mass. 01851. Gratis. What's happening now + history.

REPRINTS

Robert Taylor Clough, **The Lead Smelting Mills of the Yorkshire Dales and Northern Pennines** (1962). Scholar Press, 1979, signed by author. Rev. text, 140 addn. photos, rev. bibl. \$50. Avail.:

Stoneleigh, Utley, Keighley, West Yorkshire, England: check/m.o. to author.

James E. Brittain [SIA], ed., **Turning Points in American Electrical History**. IEEE Press Selected Reprint Series. N.Y.: Wiley-Interscience, 1977. 416 pp. \$30.95/15.45. Reprints 64 papers beginning with Benjamin Franklin.

Dard Hunter, **Papermaking: The History & Technique of an Ancient Craft**. (1947) N.Y.: Dover Publ., 1978. 672 pp., 320+ illus., map, index, paper \$7.95.

International Correspondence School, **Steam Locomotive Study Course**. Traverse City, Mich.: Wildwood Publ., Box 581, 49684. 5 vols. \$100.

Perry, Harry W., **The Commercial Motor Truck vs. the Horse. A Comparison of Efficiencies and Costs**. (*Scientific American*, Jan. 14, 1911). Birmingham, Ala.: American Truck Historical Soc. (201 Office Park Dr., 35223), 1979.

Bucknall J. Smith, **A Treatise Upon Cable or Rope Traction, as Applied to the Working of Street & Other Railways**. (1877) Phila., Pa.: Owlswick Press (Box 8243, 19101), 1977. 200 pp. \$14.50. Rev.: *RR Hist.*, Autumn 1978.

Electrification By GE. Chicago, Ill.: Central Electric Railfans' Assn. (Box 503, 60690), n.d. 256 pp. \$18. Documents published by General Electric in 1920s promoting mainline RR electrification.

Van Alstyne Map of U.S. Canals & Navigable Rivers. (1905). 28" x 17" B/W, with canal index by Peter Stott [SIA]. Freemansburg, Pa.: American Canal Society, 117 Main St., 18017. \$2.

REVIEWS

W.G. Richardson, *The Canadian Inventory of Historic Technology: Report on the Pilot Project*. Kingston: Queen's University, 1979. 21 pp.

The purpose of this small publication is to report what Prof. Richardson [SIA] and three students were able to achieve during one summer and to solicit support for a larger and more permanent project. In 12 weeks, 39 sites in two counties were selected by criteria which varied from area to area and given the equivalent of HAER Phase I recording. Site locations in the publication are given only by city or township, and the survey reports have not yet been given a permanent accessible home. Although anything less than 50 years old was excluded, the list (pp. 7-8) and the "Notes on Outstanding Sites" (p. 9) suggest the potential awaiting similar surveys.

While Prof. Richardson's work is laudable, it nonetheless raises some serious questions. Notwithstanding the fact that this was a pilot project and as such had to show good results quickly, perhaps unreasonably so, the 50-year cutoff is both questionable and regrettable. Any survey which neglects the last 50 years does a great injustice to technological activity in Canada. Moreover, it does not give an accurate base for estimating the costs of future surveys, which one hopes would be more inclusive. His conclusions (pp. 10-12) provide some solid insights which anyone contemplating a similar survey should consider. However, his recommendations are open to question. The estimates for further work seem low. Perhaps most debatable is the recommendation that the program should be taken over by a particular federal department. Given the lackluster

performance of the federal government in the history of science and technology, and the fact that some recording is being started by non-federal agencies, would it not make sense to deal with smaller, more flexible, and regionally sensitive administrative units?

Two of the greatest roadblocks to the progress of industrial archeology in Canada are the general prejudices and ignorance of the field exhibited by cultural decision-makers and the unvarying approach of the practitioners who are trying to change these attitudes. Years of hoping, praying, bowing, kneeling, scraping, and sometimes cursing have done little to give the history of industry and technology even a semi-respectable place in the official cultural panoply of Canada. Perhaps it is time for new tactics, tactics which do not directly gravitate to federal dollars and departments like moths to a naked lightbulb. *Norman R. Ball, Public Archives, Ottawa, Ontario*

Historic American Engineering Record, *Rehabilitation: Claremont 1978: Planning for Adaptive Use and Energy Conservation in an Historic Mill Village*. HCRS Publication No. 22, Washington, D.C.: HCRS, U.S. Dept. of the Interior, 1979, 89 pp., copiously illustrated. Available from Supt. of Docs., U.S.G.P.O., Washington, D.C. 20402. Stock No. 024-016-00118-4. \$3.75 ppd.

The chief strength of this, the final report of HAER's 1978 Rehab Action Project in Claremont, N.H., is its compelling vision of a revived, rehabilitated, and energy-efficient Monadnock Mills complex functioning once again as a strongly positive visual, social, and economic element in the core of downtown Claremont. Its weaknesses, however, include an amateurish market analysis based far too heavily on subjective information; its failure to provide any reuse plan at all for one of the most important industrial buildings in the study area (the Sugar River Grist and Saw Mills); and a rehabilitation plan for the River Street neighborhood which would seem to create at least as many problems as it could hope to solve. HAER's rehab action team, in short, appears to have bitten off more than it could competently chew in Claremont. *Stephen J. Roper, Consultant in Architectural History, Salem, Mass. [Mr. Roper was field survey director for the "Downtown Claremont and Lower Village" multiple resources nomination to the National Register. Ed.]*

IA ABOUNDS in *The American Image: Photographs from the National Archives, 1860-1960* (With an introduction by Alan Trachtenberg. N.Y.: Pantheon Books, 1979, \$20./\$10. paper). The two hundred photographs represented were selected by the Exhibition Staff of the Archives from among the five million held in the record groups of such agencies as the Office of the Chief of Engineers, Public Buildings Service, Chief Signal Officer, Bureau of Reclamation, and Solid Fuels Admin. Scenes and structures include Civil War steamers and materiel; construction of buildings, dams, bridges, and canals; and agricultural and industrial employment nationwide. *H.W.*