

is not only much of the economic history of Pennsylvania, but also the emerging, the operation, and the disappearance of company-owned canals. The papers tell the story of a canal which had already been in use for a few years before 1826, when the Commonwealth launched the scheme of its state-owned Pennsylvania Canal. They look back to the 1790's, when Robert Morris and other Philadelphians were promoting the Delaware and Schuylkill Canal Company (eventually rendered unnecessary by the building of the Schuylkill Navigation Company) and the Schuylkill and Susquehanna Canal Company (eventually supplanted by the Union Canal Company which established its artificial waterway in the valleys of the Tulpehocken and the Swatara to connect the city of Reading on the Schuylkill with Middletown on the Susquehanna).

They touch at some points the careers of engineers like the British William Weston, who began but never completed the Delaware and Schuylkill and the Schuylkill and Susquehanna canals; of the American Loammi Baldwin, who planned the Union Canal, fell into opposition with the Board of the Union Canal Company, and broke with those gentlemen to let them adopt another plan which failed of satisfactory accomplishment for several decades. They touch at other points the careers of celebrated engineers like Edward Miller and Solomon White Roberts; of celebrated bridge-builders like Charles Ellet, Jr. They provide data on the first tunnel built in the United States. They outline the record of water power in manufacture for more than a century. They signalize the vast industrialism of nineteenth-century Pennsylvania made possible through the mining and transporting of coal. They recapitulate the performances, individual and collective, of skilled and unskilled labor and of management in the affairs of a company for more than a century. They illustrate the financing and the developing of a great waterway corporation and service.