

## *Foreword*

This study of early American development policy is the first publication of Columbia University's Graduate Workshop on the Economic Development of the Industrial Countries. Its subject is appropriate to the general theme of the Workshop's work, which is a reexamination of the economic history of the developed industrial areas of the world, particularly Western Europe and the United States, in the light of modern discussions of the problem of economic development.

Publication was made possible by the generous gift of the Ford Foundation for the establishment of a group of Graduate Economics Workshops, intended to improve the conditions of work for graduate students of economics at Columbia by providing opportunities for research and discussion and for contact with older scholars engaged on related tasks.

The original plan of the work was simply to make available in a single convenient volume the principal findings of three Columbia dissertations—one by Jerome Cranmer on *The New Jersey Canals* (1955), the second by Harvey Segal on *Canal Cycles* (1956) and the third by Julius Rubin on *Imitation by Canal or Innovation by Railroad* (1959)—together with the quantitative evidence on canal investment presented by Mr. Cranmer and discussed by Mr. Segal at the 1957 meeting of the Conference on Income and Wealth. Production of a unified book, however, appeared to require somewhat more than this; and new research was undertaken so that Chapter I could present the early policies of New York State for comparison with those of Pennsylvania and New Jersey and so that Chapter V could attempt to assess the impact of the canal movement on the economic development of the United States.

The volume is the product of joint planning and close collaboration throughout, but Mr. Rubin is primarily responsible for

Chapters I and II, Mr. Cranmer for Chapter III and the section "Estimates of Canal Construction, 1815-60" at the end of Chapter IV, and Mr. Segal for Chapters IV and V. The editor wrote the Introduction and Conclusion, and his book on *Government Promotion of American Canals and Railroads*, published in 1960 by Columbia University Press, provided part of the background for the study.

Sections of the manuscript were submitted, in earlier form, for discussion at meetings of the Industrial Countries Workshop, and the writers profited by the vigorous and searching criticisms made by its members. Suggestions by Professor Joseph Dorfman and Mr. David Novack, of the Columbia University Department of Economics, proved particularly helpful. The Secretary of the Workshops, Miss Elinor Ricker, has kept a firm and friendly hand on the management of the operation. As in the case of *Government Promotion*, Mrs. Kathryn W. Sewny served with skill and understanding as editor on behalf of the Press.

Research for Mr. Segal's dissertation received support from the Committee (now Council) on Research in Economic History, as did that of Mr. Cranmer for a briefer period; and Mr. Rubin held a Dissertation Fellowship awarded by the Ford Foundation. For advice on his contribution to the present volume, Mr. Segal wishes to thank Professors Gerhard Bry, Herman E. Krooss, and Clifford D. Clark of New York University, and Mr. Arnold Faden.

Acknowledgement should also be made of the courtesy of the National Bureau of Economic Research, the Conference on Research in Income and Wealth, and the Princeton University Press in allowing us to use the substance of the Cranmer and Segal contributions to the 1957 Conference, published in *Trends in the American Economy in the Nineteenth Century* (*Studies in Income and Wealth* XXIV; Princeton, 1960), and of the American Philosophical Society in permitting Mr. Rubin to use the findings of Part I of his volume, *Canal or Railroad*, in the Society's *Transcriptions* (Philadelphia, 1961).

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