ten in 1923, showed. This issue is what Snowden preferred to ignore, at least explicitly. In ignoring it his influence was greater, for good or ill, than if he had attacked the problem. Probably more than any other one individual he has influenced the Presbyterian Church of this Valley to ignore the issue from that day to this. The great question is whether this issue will permanently ignore the Presbyterian Church.

Professor of Church History
Pittsburgh Theological Seminary

John H. Gerstner


The author describes the construction and operation of that part of the Main Line of the Pennsylvania Canal, located along the Connemauugh and Kiskiminetas Rivers, on the south border of Indiana County and the north border of Westmoreland County, extending roughly from Johnstown to Saltsburg, a distance of about 45 miles. He discusses such subjects as the building of the canal east and west of Blairsville, the problems of Irish labor, freight services and passenger packets, canal boats, canal accidents and limitations, famous canal travelers, financial difficulties and final sale of the canal. All this is documented by many notes and references, including newspaper accounts published at that time.

This is followed by a series of tables giving data and costs on the various locks and other structures, rate of tolls, tolls collected, and a complete bibliography.

Several outstanding structures on the canal, such as the tunnel and aqueduct near Tunnelton, and an aqueduct near Bolivar, are described in some detail. Considerable attention is devoted to Blairsville which became a noted shipping center along the canal, with its many warehouses and headquarters for companies that operated the canal boats. Saltsburg also developed into an important town along the canal where, in addition to shipping salt, many heavy freight boats were constructed.
The outstanding feature of the report appears to be the twenty-five maps and illustrations which add value to the text. The maps show the general location of the canal as well as detailed information at certain points. The pictures show typical scenes along the canal, as well as locks, aqueducts, canal boats and other views. The pictures of the canal boats are especially interesting, when it is realized that such pictures are difficult to locate in our time.

The author has provided a fairly complete description of the canal located in these two counties, and if historians in other counties, touched by the canal, would prepare similar reports, it would provide a rather comprehensive picture of the Pennsylvania Canal from one end to the other.

Pittsburgh

Willard R. Rhoads


The authors, McCullough and Leuba, have prepared a very readable and interesting account of the Pennsylvania Canal. The title, *The Pennsylvania Main Line Canal*, is rather misleading because the history covers more than the Main Line Canal, but refers rather briefly to the private canals built in the eastern part of the state, and also describes the various branches of the Main Line.

Each division of the canal is discussed in some detail, including the two railroads, the Allegheny Portage Railroad and the Columbia and Philadelphia Railroad. This is followed by a brief discussion of the Branches and the Interstate Connections. The chapters on Navigating the Canal and the Canallers are interesting in describing the operation of the canal and showing how small things could hamper or help the operation, events rarely recorded in most histories. The description of the Main Line Travelers records the viewpoints and reactions of the travelers, both from this country and from foreign countries. The authors note that the most aggravating problem in canal operation was water. Either there was too much water or not enough.

An interesting episode concerning Pittsburgh is included. The canal entered the region on the north bank of the Allegheny River,