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,
and reached Alleghenytown where locks and a basin were used to drop the canal boats into the Allegheny River. From here they could continue around the Point to the steamboat wharf on the Monongahela River by using the two rivers. Pittsburgh objected to this plan and sent a committee to the state capital to make sure the Canal Commissioners built the canal to Pittsburgh as originally planned. The aqueduct across the river, the Pittsburgh Basin, the tunnel under Grant's Hill and four locks along Suke's Run leading to the steamboat wharf on the Monongahela were constructed. The Grant's Hill tunnel was never satisfactory as water seemed to leak away through the rocks, and it served mainly as a spillway for the Pittsburgh Basin, as it was impossible to keep enough water in the canal to operate the four locks.

The history contains no bibliography or footnotes. However, throughout the text the authors refer to many newspaper accounts and other articles. It would also appear that the authors gained some of their information by conversation with people who followed the canal, as is indicated by their talk with Oliver Rice of Port Treverton, an old canal hand. A study of this history will reward the reader with a brief but fairly complete picture of the Pennsylvania Canal system.

Pittsburgh

Willard R. Rhoads

*The Western Journals of John May: Ohio Company Agent and Business Adventurer.* Edited and with an Introduction by Dwight L. Smith. (Cincinnati, Ohio: The Historical and Philosophical Society of Ohio, 1961. $5.50.)

Readers of The Western Pennsylvania Historical Magazine are always interested in diaries, journals, letters and early documents that relate to the planting of settlements in the Upper Ohio Valley. And if they contain observations about early Pittsburgh they are doubly welcome. Thus we welcome another printing of *The Western Journals of John May.* (I emphasize another printing for reasons that follow.) In this printing and editing, we have the perfect illustration of scholarly editing at its best. Professor Smith has demonstrated a masterful technique in ferreting out the errors and misleading editorial comments contained in the earlier printings.