and a concluding chapter admirably summarizes the whole period.

Mr. Higginbotham writes very well, so well that one looks forward to more accounts from his pen. Like all of us he occasionally nods—"failure to impeach" for "failure to convict" (p.77) and "inferrred" for "implied" (p.111)—but such slips are rare and can be readily forgiven in return for paragraph after paragraph of clear concise English.

The author finds no factional political pattern in this period. He considers and discards both East-West and urban-rural divisions. His research convinced him that the Germans, Quakers, and frontiersmen were likely to divide among themselves on any specific issue.

Interestingly he finds little to support the land hunger or Indian menace theories as causes of the War of 1812. The people of Pennsylvania were far ahead of the national government in demanding a strong policy against England and apparently based their views on England's policy on the seas.

It is pointed out that if Pennsylvania—the only state north of the Mason-Dixon line to support Madison in 1812—had given its votes to the Federalists, Madison would have been defeated and the Jeffersonian Republican party might well have become a sectional party with no Northern representation.

This reviewer is reluctant to close without adding his voice to the numerous protests against the deplorable practice of placing footnotes at the end of the book where they are almost useless.

In conclusion, this book is an excellent account of a political era lacking in great leaders and key issues. Despite the fact that it is well written and well organized, all but the specialists will probably content themselves with the concluding summary chapter.

Pittsburgh

Schuyler C. Marshall


The mounting revenues of New York's Erie Canal, totaling as much as a million dollars in a year, gave the forward impetus for many states to enter upon a canal-building epoch. New construction schemes were brought into being; work began on old projects which had been hopefully discussed for years. Many canals piled up spectacular profits
and carved out cities and commerce in the wilderness; other ventures were ill-timed and rash, spending enormous sums and receiving no visible benefits in return. Of the latter type the Sandy and Beaver Canal Company, with its corporate headquarters at New Lisbon, Ohio, ranks as one of the greatest waterway fiascos of its day.

The colorful but abortive story of the Sandy and Beaver Canal Company, traced by R. Max Gard and William H. Vodrey, Jr., demonstrates the curses of speculation, inflation, and financial legerdemain associated with America's prosperity in the 1830's and the disastrous reaction which followed. Incorporated by the Ohio legislature on January 11, 1828, to provide a short-cut for eastbound freight from central Ohio, the Sandy and Beaver Canal ran from Bolivar on the Ohio Canal, forty miles south of Akron, directly east to the Ohio River, forty miles below Pittsburgh. Construction of the 73-mile strip began late in 1834 but was not completed until 1848 after railroad competition had already invaded Ohio.

Although the authors treat lightly the national picture of state internal improvements, the Sandy and Beaver Company followed an orthodox pattern of canal-building. Optimistic farmers, shopkeepers, clerks, mill workers, laboring men, and get-rich-quick gamblers, all eager to share in the profits expected from connecting the Ohio area to Pennsylvania markets and waterways, joined in the speculative venture. Engineers and surveying gangs added to the popular enthusiasm; and after them came the contractors, subcontractors, foremen, gang bosses, and armies of mostly Irish laborers. Villages of shanties sprang up on the route of the canal. Stores, saloons, and boarding houses were opened to feed, entertain, and shelter a jolly, roistering, hard-swearing, hard-drinking, and hard-fighting band of men, attracted to Ohio by promises of a daily wage of forty cents with board and bunk included. Everywhere along the canal system there was life and bustle; blacksmiths, carpenters, stonecutters, and merchants thrived; money was plentiful. Few realized that the shortsighted gambling delirium of the day had spawned a canal venture which, if not obsolete, was at least outmoded in the face of railroad competition.

From the time the first shovel of dirt was turned on November 24, 1834, until the days in 1853 when the Ohio courts ordered the canal's land and water privileges sold to satisfy credit judgments, engineering and economic misfortunes plagued the stockholders of the Sandy and
Beaver Canal Company. Flood damage, poor materials, tunnels through precipitous terrain, diminishing numbers of workmen, the panics of 1837 and 1839, mishandled funds, and the birth of the Cleveland and Pittsburgh Railroad, all contributed to an aggregate loss to the stockholders of more than two million dollars. Even the citizens of Canton, Ohio, lost several thousand dollars in their attempt to build a connecting branch with the Sandy and Beaver Canal. The frustrating hardships encountered in January, 1848, by the “Thomas Fleming,” the first boat to pass through the entire length of the canal, gave rise to the popular rumor that “only one boat ever got through the canal, and they had to drag it through the mud, then it got stuck again in the tunnel.” However, the authors refute this myth by listing names of boats and their captains to show that regular trips were made through the canal from 1850 to 1852. Abandonment of the canal scattered isolated and useless locks, dry canal channels, and timber throughout the central Ohio countryside, mute evidences of a shattered economic dream.

The East Liverpool, Ohio, Historical Society must be complimented for providing the book with attractive illustrations and maps, for utilizing an excellent binding and printing format, and for sponsoring what could have been a definitive account of a rich slice of Americana. Although the authors diligently recounted the engineering details of the canal, patiently traced its right-of-way, lovingly located forgotten local landmarks, and methodically itemized the financial statements of the venture, their work has failed to capture the suspenseful melodrama of the time. Only as an afterthought do they attempt to relate the Ohio canal project to the broader and more dramatic picture of American life in the middle 1830’s and 1840’s. The reader who comes to know the Sandy and Beaver Canal from these pages will, unfortunately, find himself thoroughly enlightened on the construction, geographical, and antiquarian details, but will be uninformed as to the specific place that this and other ill-fated canal ventures had in the rowdy social, political, and economic frolics of the day.

Baltimore, Maryland

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