many campaigns and battles fought in the Northwest and Southwest against the British and their Indian allies.

Mahon concludes that the United States was woefully unprepared for war with Great Britain. Although hostilities were imminent, Congress did not provide sufficient revenue to conduct the war. In addition, the nation had to rely heavily on ill-equipped, poorly trained militia, whose performance was, with a few important exceptions, something less than creditable. There was little effective coordination of the war effort from Washington; indeed this conflict is worth studying because it is an example of how a war should not be fought. Yet the exigencies of war prompted useful reforms which were completed in the years following the contest. Finally, Mahon asserts that the war struck a useful blow for national rights and served to reaffirm national independence.

Scholars will appreciate the book's large bibliography and the detailed index. Some will rue the placement of notes at the back of the book, but the text is heavily documented and researchers can follow the author's use of sources. Among the numerous illustrations are portraits of important figures, replicas of ships and battle scenes, and battlefield maps. This book provides an excellent blend of scholarship and readability; it is suitable reading for specialists, for students, and for interested laymen.

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Paul F. Lambert

The Canals of Pennsylvania and the System of Internal Improvement.

With the completion of the Erie Canal, October 26, 1825, canal fever swept the United States. Before it subsided thousands of miles of canals were built in several states. Some of these canals are still in existence and operating today; others were doomed to failure at their birth.

The Main Line of Public Works of Pennsylvania, commonly called the Pennsylvania Canal, was one of the latter. Had it been a
private corporation rather than state owned, the Pennsylvania Canal might still be operating today. The Erie Canal, widened and improved several times, still exists as the Erie Barge Canal.

The book we are reviewing is the swan song of the Pennsylvania canals. It was written in 1900, just before the abandonment of the remaining navigable canals in central Pennsylvania. It is noteworthy for its thirty-five, fine full-page photos of canals still in use, or already abandoned, as they looked in 1900.

By 1900, politics, mismanagement, boondoggling, featherbedding, and outright thievery had taken their final toll of the once proud Main Line of Public Works of Pennsylvania.

This book is an extract from the annual report of Isaac B. Brown, superintendent of railways, to James W. Latta, secretary of internal affairs, for the year ending June 30, 1900. The book begins with a short paragraph on the demise and benefits of canals. The second paragraph describes current freight and passenger service behind the iron horse, now as much a part of the nostalgic past as the canal boat.

From this point there follows a brief, concise history of several of the state’s canals, both state owned and privately owned. It starts with the Schuylkill Navigation Company in March 1761; next follows a short history of the Main Line of Public Works of Pennsylvania; following this the Union Canal is discussed.

Of special interest locally is the next topic of discussion, the Monongahela Navigation Company. Incorporated by the legislature on the twenty-fourth day of March 1817, it still serves today as lasting witness that canals properly and honestly managed do have a place in this atomic age. In 1890, its capital had reached the amount of $1,632,000, upon which a 9-percent dividend was paid, thus showing a profitable investment for the shareholders. In 1897, the United States government, by proceedings in condemnation, assumed possession of the work, and it is now maintained free of expense to the carriers of the products of the Monongahela Valley.

Next discussed is the Lehigh Canal, followed by the Delaware and Hudson Canal, followed in turn by the canal from the Swatra to the mouth of the Juniata River. The Susquehanna and Tidewater Canal is next discussed, followed by the Wiconisco Canal.

Further paragraphs take up the state’s disenchantment with its canals and the state’s efforts to get rid of them. These efforts finally resulted in the sale by the state of the Main Line of Public Works to its arch competitor, the Pennsylvania Railroad, for the sum of $7,500,
This proved to be the doom of the Pennsylvania Canal, as it had already meant the doom of other canals already owned by railroads or purchased by them in after years. By 1900, there were 114 miles of canals operating in the state.

Giving a railroad custody of a canal or selling a canal to a railroad may be likened to giving your child into the custody of a cannibal. You are indeed naive if you ever expect to see your child again.

The bibliography by Harry L. Rinker on the Pennsylvania Canals is a welcome addition to this book. For those who want to know about Pennsylvania Canals it is indispensable.

West View, Pennsylvania

Julius W. Murphy


During the past twenty years much new archeological information has accumulated for Pennsylvania and adjoining states. In many instances this new information has resulted as a consequence of the construction of dams, or proposed dams, on many of our major rivers. Archeology in the Upper Delaware Valley is a by-product of the proposed Tocks Island Dam and Reservoir which will flood about thirty-seven miles of the Delaware River Valley from the Delaware Water Gap to Port Jervis, New York. Recognizing the archeological and historical importance of this area, the National Park Service contracted with several institutions to locate and salvage important remains. In this report W. Fred Kinsey of Pennsylvania and his associates, Herbert C. Kraft and Patricia Marchiando, in New Jersey present some of the major findings of this archeological salvage project which began in 1959 and continued to 1968.

The book is divided into fourteen sections, each pertaining to the findings at a major archeological site. Herbert C. Kraft, in the first section, presents the work at the large, multi-component Miller Field site in Warren County, New Jersey. Artifacts and features ranging in age from the late Archaic period to Historic times were found. Im-