
Thomas Jefferson (1743-1826) is one of the great American historical icons. In the extraordinary breadth of his interests and the tenor of his philosophy, he combined the Man of the Renaissance and the philosophe of the Age of the Enlightenment in a specially American version that has made him one of the most splendid figures of our national history. Since his death in the last century, all the aspects of his multifaceted career have been subjected to an intensive scholarly inquiry that has resulted in an enormous bibliography. This charming book is among the most recent additions to that great store of Jeffersoniana.

Strangely enough, Jefferson as an architect and designer of landscapes did not attract much scholarly appraisal until early in this century. As Professor Merrill D. Peterson said in The Jefferson Image in the American Mind, "The corner was turned in 1913 with the publication of Thomas Jefferson as an Architect and Designer of Landscape, the collaboration of two professionals, William A. Lambeth and Warren H. Manning. The part by Manning on landscape was superficial. The major part by Lambeth, though far from comprehensive or definitive, anticipated the canonization of Jefferson as 'the father' [Lambeth was satisfied with 'godfather'] of American architecture." The publication of Fiske Kimball's Thomas Jefferson, Architect in 1916 established Jefferson's twentieth-century reputation as an architect. This work was reprinted in 1968 by one of Kimball's successors on the board of the Thomas Jefferson Foundation, Frederick Doveton Nichols, Cary D. Langhorne Professor of Architecture at the University of Virginia, who, through other publications, has notably added to our knowledge of Jefferson's buildings. Since the appearance of Manning's essay, however, more than sixty years have elapsed without serious consideration of Jefferson's contributions to landscape architecture.

This book represents a happy collaboration between Professor Nichols and a senior landscape architect, Ralph Esty Griswold, who is well known to Pittsburghers through four decades of practice in this city. For a portion of that time he was superintendent of the Bureau of Parks of Pittsburgh and later was senior partner in the firm of Griswold, Winters, Swain and Mullin. He has in the past been con-
nected with the American Academy in Rome and the American School of Classical Studies in Athens. Most recently he has been engaged in an investigation of eighteenth-century gardens in Williamsburg. As Walter Muir Whitehill points out in his foreword to the book, the collaboration of these two scholars has produced the first modern study of Jefferson as a landscape architect.

Although landscape architecture in the eighteenth century was considered merely an adjunct to the art of building and military engineering, Jefferson considered it as including site and city planning, a concept entirely in agreement with modern thought. This broad conception of a total environment amenable to design is characteristic of Jefferson's breadth of vision. The young Jefferson became a surveyor, like his father before him; certainly this training was useful in his later involvement with architecture and planning.

From this early training and his youthful, astute observation of architecture and landscape in his first travels in colonial America, much fortified by his later sojourns abroad, we are led, chronologically, via the profound knowledge and graceful prose of Nichols and Griswold, to consider his long planning career among his many careers. He never ceased to be interested in the molding of his environment, from his early activities in the relocation of the capital of Virginia from Williamsburg to Richmond in 1779-1780, up to the final masterpiece of his old age, the University of Virginia — his famed "academical village."

All his mature life, from 1767 on, Jefferson was preoccupied with his own estate, Monticello, remodeling and improving the house and grounds as opportunity offered (as the authors say, Jefferson never lived in any house that he did not try to change). He also designed houses and gardens for his family and friends. His vast knowledge of botany and horticulture was always at the service of his far-flung acquaintanceships and the learned world at large.

The city of Washington, although its main outlines were sketched in 1791 by that wayward designer Pierre-Charles L'Enfant, is chiefly a monument of Jefferson's magnificent vision. He was indirectly responsible for its location on the Potomac River and for its basic site planning there. Although many skills were employed in its development, his guiding influence and persistent management united them all. He left Washington in 1809 after his last term as president, but the city never ceased to be in his thoughts.

It is the University of Virginia (of which he was the chief founder and for which he began to plan in 1817), with its great domed
rotunda, its long central lawn, its pavilions and their gardens, which sums up Jefferson's extraordinary life experience — a triumph of intelligent study of architecture, of natural environment, and of human behavior. Having served a half century as statesman and architect for his state and nation, he was well prepared to undertake what was his greatest planning accomplishment — the perfect educational institution. He died before it was quite finished, but its main lines had been established.

This book, long needed, is probably the definitive scholarly study of Jefferson as planner of sites and cities. It is also a pleasure to read. One feels that Jefferson would be pleased with it.

Pittsburgh History and Landmarks Foundation
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Clarence Stephenson is an Indiana County resident who is most knowledgeable of the history of his region. Among his many works is the present volume, in which he shares with us his collection of canal photographs, maps, and early accounts of canal travel. These are combined with a detailed report of the construction and operation of that part of the Western Division of the Pennsylvania Canal located in the author's home county and its neighbor to the south.

After reviewing events which led to authorization for building the Pennsylvania canal system, construction of the line along the Kiskiminetas and Conemaugh rivers is examined in detail. Timetables, contract costs, and structural dimensions are presented, along with the problems encountered in completing the waterway. The rugged Allegheny Mountain topography created obstacles that the builders of New York's prototype Erie Canal could not have imagined in their worst nightmares.

The author looks closely at canal towns Saltsburg and Blairsville — the latter to serve as terminus of the canal for several years and consequently became the chief town in the county. A number of boat lines, both freight and packet (passenger) were headquartered in these towns. Yards for building or repair of boats and many inns for travel-