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
Pittsburgh, Pennsylvania


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-
ers contributed further to the canal-dominated economy of the area.

While construction of the canal would eventually bring prosperity, the first impact felt by the canalside communities was the arrival of the Irish laborer. Throughout the entire canal-building period, the Irish were unmatched in their ability to work hard despite the most wretched conditions. Their personal habits, however, and their attitude toward society did not endear them to those local residents with whom they came in contact. From the words of one T. S. Reed, who wrote in the Indiana Times in 1882, Stephenson presents a lengthy description of the immigrants from Cork and their lack of respect for law and sobriety.

We are fortunate that among the early travelers on the canal were some skillful writers, who later published accounts of their journeys. These enable readers of today to share intimately the inconveniences, the frustrations, and the thrills of packet boat travel. Stephenson quotes liberally from Charles Dickens, who endured his trip over the Alleghenies in 1842, and from Harriet Beecher Stowe, who journeyed eastward from Pittsburgh in 1841 and shared with us her unforgettable nights in an overcrowded sleeping cabin on the canal.

Appended to the text are some useful research tools for the canal historian, including an excellent bibliography which includes not only the standard works on canals, but a generous list of original sources as well. A table of principal structures has already proved useful to this writer in reconciling canal relics seen on towpath hikes with published records of aqueduct and lock locations. Also interesting are several tables showing the various commodities hauled on the canal, along with respective tonnages in selected years. Rates of toll charged by the Canal Commission are compared with corresponding charges made by freight shippers.

If this book has a serious fault, its scope considered, it is that it does not cover the entire Western Division of the Pennsylvania Canal. We must now wait for someone else to do the intensive research, here in evidence, on the neighboring counties of Allegheny, Armstrong, and Cambria, so that the record might be complete for the length of the canal division. In the meantime, Stephenson's book can be read and enjoyed in a few hours by anyone who finds himself entertained by history, and referred to again and again by those of us who are captivated by the nineteenth-century towpath canals.

*Pennsylvania Canal Society*

*Monaca, Pennsylvania*