

second roared along the rapids that effectively blocked navigation between Superior and Huron. In the seventeenth century the French devised a timber flume to facilitate the dragging of boats and cargo around the white water. A lock built by a trading company in 1797 was destroyed by American troops in the War of 1812. The subsequent discovery of rich sources of iron and copper ore in Michigan and Minnesota prompted action to provide a navigable waterway on this treacherous reach of the river.

Dickinson carefully chronicles the convoluted story of the canal's gestation, especially the negotiations between the state and federal governments with respect to the canal's funding and construction. He also captures the eccentric character of Charles T. Harvey, who helped form the St. Mary's Falls Ship Canal Company that was retained by the Michigan government to build the facility. The heart of the book relates the canal's star-crossed construction. The project was somehow completed despite poor engineering, weak construction management, labor disputes, serious epidemics, lawsuits, financial difficulties, and political wrangling. The undertaking was often delayed because of inadequate numbers of skilled workers, primitive construction equipment, and a host of other ills brought on by working some four hundred miles from sources of supplies.

Ironically, the canal was a dismal disappointment to its builders. The rapid demand for iron did not immediately occur after the canal was opened in 1855. The hopes of land speculators, who staunchly supported the canal, were not realized. Once steel emerged as the foundation of American industry, the canal became obsolete. The Army Corps of Engineers took over the facility in 1881 and subsequently built one-lock canals that permitted the passage of larger ships.

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*Suburb: Neighborhood and Community in Forest Park, Ohio, 1935-1976.* By Zane L. Miller. (Knoxville: University of Tennessee Press, 1981. Pp. xxxi, 263. Notes, illustrations, maps, appendix, bibliographical essay, index. \$18.50.)

Forest Park began as a part of a planned urban community, Greenhills, Ohio, near Cincinnati. Originally the greenbelt for one of three greenbelt towns proposed in 1935 by the Resettlement Administration in order to relieve pressure on urban slums, Forest Park, or North Greenhills as it was known

at the time, became a separate entity in 1950. Planned by the Cincinnati Community Development Company and Warner-Kanter, a developer specializing in suburban communities, North Greenhills was designed to contain five self-sufficient neighborhoods of twelve thousand to eighteen thousand homes each with central shopping and community facilities. Renamed Forest Park in 1954, North Greenhills had its first residential area by 1956 and 4,800 residents by 1960. Under threat of annexation of parts of its land to Greenhills in 1961, Forest Park incorporated as a village. It became a city in 1967 and, by 1970, was the third largest city in Hamilton County. Forest Park, like other suburban communities around Cincinnati and the nation, had a highly transient population, but, unlike them, it consisted of a larger percentage of persons who were white-collar, professional, cosmopolitan, and black than did similar suburban areas.

Hired by the Forest Park city council to write the community's history, Zane L. Miller not only did a case study of planning and growth in this one atypical community but also analyzed social attitudes concomitant with development. In a short passage in his introduction Miller details his historical premises: that the past is a "series of discrete and discontinuous chronological periods separated by shifts in the ways people characterize reality," that the historian should first study social structure, and that next the historian should study social process. By taking his own advice, Miller has created a periodization, based upon changing community definition, of three social taxonomies in Forest Park. Created originally in a period—1920-1950—that Miller titles the "metropolitan" mode, Forest Park was part of a strategy to encourage commitment to the welfare of an entire metropolitan area, in this case Cincinnati. Built and growing early in a period—1950-1965—that Miller dubs the "community of limited liability," Forest Park became a collection of autonomous citizens whose devotion was limited by the claims of other communities. From 1965 on, Forest Park was a "community of advocacy" characterized by claims for services by disparate groups and by residents who felt no obligation for civic improvement, who had no concept of general welfare, and who, while talking about civic interest, acted as if it did not exist.

Miller has, in essence, written two books. One is a detailed urban history of the growth of Forest Park, complete with conflicting interests of developers, residents, races, planners, and the city of Cincinnati. The other is an intellectual history

of the values of suburban dwellers. Both books are successful and important. Unfortunately, combining the two makes a volume that can, at times, be tedious, complex, and difficult to read. Despite these caveats, however, *Suburb* is an important book.

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*Grant: A Biography.* By William S. McFeely. (New York: W.W. Norton & Company, 1981. Pp. xiii, 592. Illustrations, notes, selected bibliography, index. \$19.95.)

Ulysses S. Grant has not suffered for want of biographers. Few men of his century were so written about, while the present century has produced both the 1935 classic by William B. Hesseltine, *Ulysses S. Grant, Politician*, and the remarkable trilogy on Grant's military career by Lloyd Lewis and Bruce Catton. Grant is worthy of such attention. He was the greatest general of the nation's most terrible conflict and served as president for eight of the nation's most critical years.

William S. McFeely falls short of the mighty prose of Lewis and Catton and also fails to match the brilliant political analysis of Hesseltine. He does, however, achieve something that his predecessors failed to accomplish. His goal in writing *Grant: A Biography* was to make this most representative of nineteenth-century Americans understandable—in human terms—to today's generation. Americans, McFeely declares, "deserve to know a man they would recognize if they met him in a crowd" (p. 522). McFeely's triumph, and the great worth of this fine biography, is that Grant's heart and mind—or at least the author's interpretation of them—are opened for all to see. It is a melancholy revelation, and no one who reads this book can fail finally to have compassion for this tragic, familiar man who "became general and president because he could find nothing better to do" (p. xii).

Strangely, for the biography of a great general, this book will hold few rewards for the military historian or buff. McFeely's account of the war is essentially Russell Weigley's strategy of annihilation interpretation. His few descriptions of battle are lackluster and give the reader no true sense of just what was going on. There is hardly, for instance, one word on the desperate fighting during those final days before Appomattox, while three pages are devoted to the actual surrender. McFeely is not interested in the details of battle, only the results. He spends