

One example of the amusing selections is Charles Dickens' account of his journey from Cincinnati to Sandusky in 1842. Dickens observed that the experience of traveling by stage-coach over a corduroy road in Ohio was so unique that it "would be impossible to experience a similar set of sensations, in any other circumstances, unless perhaps in attempting to go up to the top of St. Paul's in an omnibus" (first volume, p. 123). In short, measured by its own standards, *An Ohio Reader* is a work of excellent quality and is recommended for the general reader of the history of Ohio and this region.

Indiana State University, Terre Haute

William Giffin

Lewis and Clark: Historic Places Associated with Their Transcontinental Exploration (1804-06). Edited by Roy E. Appleman; research assistant, James H. Charleton. (Washington: United States Department of the Interior, National Parks Service, 1975. Pp. viii, 429. Illustrations, maps, notes, suggested reading, index. \$20.00.)

Passage through the Garden: Lewis and Clark and the Image of the American Northwest. By John Logan Allen. (Urbana: University of Illinois Press, 1975. Pp. xxvi, 412. Notes, maps, tables, bibliography, index. \$18.50.)

The two studies reviewed here marvelously compliment each other. The volume published by the National Parks Service is a superb digest of words, illustrations, and maps of the Meriwether Lewis and William Clark achievement. Professor John Logan Allen's scholarly work is an intriguing examination of the evolving geographic images of the trans-Missouri Northwest beginning in the late seventeenth century and extending to the final triumph of 1806.

If either layman or scholar were reduced to but one secondary book on the 1804-1806 expedition, he could not obtain a better single tool than the team creation produced by Roy E. Appleman, Robert G. Ferris, and their associates in the National Parks Service. It is a model of its type. There may be flaws in the smooth flowing narrative or the superbly crafted three tone maps, but this reviewer failed to locate them. A few may carp that the identity of each picture is not specified under the photograph or illustration, but

recourse to the "Art and Picture Credits" provides a careful listing for each of the 360 items. Likewise others may wish to quibble that the bibliography is rather narrowly conceived; however, what is listed is bedrock strata for those erecting a composition related to this exploration.

Quite fittingly, *Lewis and Clark* is not only the most recent but probably the finest volume in the series on Historic Sites and Buildings in which it is volume XIII. Some 250 pages trace the expedition from its earliest formation to the actual undertaking and its immediate results. Quantifiers who are prematurely rubbing their hands at the demise of narrative history will be chagrined should their computer prone corneas pass over these pages. The balanced and evocative description in this book once again confirms that, among other things, history is an art form. Another one hundred pages is devoted to a graphic survey of sites and buildings related to the exploration. Listed are points of interest in Tennessee, Missouri, Iowa, Nebraska, Idaho, North and South Dakota, Montana, Oregon, and Washington. Let it be kept in mind that these encapsulations are not mere road map notes. For example, the reader will find under Montana's Great Falls Portage eight pages of content detailing how that location appears today as well as what it was like in 1804; five photographs and a two page map further illuminate the setting. Hopefully tens of thousands of tourists and people in the communications industry will soon familiarize themselves with this handsomely packaged source book.

Helpful for understanding why this memorable exploratory enterprise continues to attract such an excessive degree of attention is geography professor John Logan Allen's *Passage through the Garden: Lewis and Clark and the Image of the American West*. Drawing on the methodology of such men as Henry Nash Smith, Leo Marx, and Wallace Stegner, Allen presents the reader with seventeenth and eighteenth century conceptions of what Lewis and Clark expected to encounter and then in fact discovered. As was done in the National Parks volume, Allen praises the expedition's commanders for their meticulous preparations, cool courage, and common sense. Quite appropriately his text is checkered with "probably's," "apparently's," and warnings that this interpretation is "highly speculative." Bernard DeVoto always insisted that his own detailed knowledge of Far West

terrain came not from travel so much as study. Whatever Allen's sources, he reveals a masterful grasp of western physiography. Among the forty-five maps carefully reproduced is the previously unpublished 1803 King map of western North America. The bibliography, although far from inclusive, is satisfactory. Although geographers and historians will make the greatest use of this work, it suggests a variety of fresh approaches to humanistic study. Poets, biographers, even authors of the durable "western," will find Allen's book a stimulating experience.

San Jose State University,
San Jose

Ted C. Hinckley

Western River Transportation: The Era of Early Internal Development, 1810-1860. By Erik F. Haites, James Mak, and Gary M. Walton. (Baltimore: The Johns Hopkins University Press, 1975. Pp. xi, 209. Notes, map, figures, tables, appendixes, bibliography, index. \$12.50.)

The early decades of the nineteenth century witnessed many important changes in the republic but none more significant than the emergence of the West as a discrete section contending for political and economic equality with the older areas. With the exception of a few hardy pioneers who braved the uncertainties of life beyond the mountains during the colonial period, the population push into the trans-Appalachian West do not begin until the War of 1812. During the half century which followed, the population of the West increased from approximately one million to more than twelve million! It was indeed a period of spectacular growth.

The quickening tempo of life in the Ohio and Mississippi valleys was inexorably intertwined with improved transportation. Although many scholarly accounts chronicle the importance of canals and railroads to the rise of the West, few works attempt to isolate and appraise the economic significance of river transportation. Haites, Mak, and Walton correct this omission, presenting a detailed analysis of those natural highways and assessing the role played by both private and public sectors as precipitants for internal improvements. The authors begin with the premise that the broad economic growth which characterized nineteenth century