

The accompanying descriptions are more detailed from Montana west, and the photographs more numerous as the Missouri winds its way past the remnants of the Great Falls into the Gates of the Mountains. The remainder of the journey across the Bitterroots to the Pacific is also covered in greater detail.

Even the compelling scenery, however, cannot make up for the haphazard historical research, with several omissions and a few glaring errors. The stretch of the Missouri bordering Iowa is particularly neglected, with little historical background and not even a shot of the mouth of the Platte River that was long considered the historical divide between the upper and lower stretches of the Missouri.

*River of Enterprise: The Commercial Origins of Regional Identity in the Ohio Valley, 1790–1850*, by Kim M. Gruenwald. Bloomington: Indiana University Press, 2002. *Midwestern History and Culture Series*. xvi, 214 pp. Illustrations, maps, notes, bibliography, index. \$39.95 cloth.

Reviewer Timothy R. Mahoney is professor of history at the University of Nebraska–Lincoln. He is the author of *Provincial Lives: Middle-Class Experience in the Antebellum Middle West* (1999) and *River Towns in the Great West: The Structure of Provincial Urbanization in the American Midwest, 1820–1870* (1990).

Iowa readers will find much that is useful in Kim Gruenwald's new regional history of the eastern Midwest centering on Ohio and the Ohio River. Iowa history, like that of the Midwest in general, is often placed within or relegated to regional history operating within but separately from the broader forces of national history. Iowa's identity, like that of any locale or state, is rooted in a sense of place drawn from the experiences and perceptions of its residents acting within a network or set of local economies and societies spread across a generally similar spatial, topographical, economic, and social context that might be defined as a region. The identity of this broader region, however, is continually changing as the interactions between its residents and the broader national economy, society, political system, and culture change. Kim Gruenwald is right to note, therefore, that it is within the region, the space between local and national, that much, if not most, of place-making occurs.

Gruenwald's *River of Enterprise* makes a fine contribution to the growing literature on regional history, regionalism, and the construction of regional identity by analyzing how these issues worked in the history of early Ohio. Gruenwald seeks to recover the region of the "western country" that emerged across the frontier between 1790 and the 1840s. That region, Gruenwald argues, was defined by economic,

social, political, and cultural interactions between residents on both the north and south sides of the Ohio River. The author follows the actions of early land speculators and settlers in southeastern Ohio as they moved west from Pittsburgh, first a "way station," then a "hub" (20) for regional settlement around a myriad of settlements downriver on both sides of the banks of the Ohio. Marietta, Ohio, was one of these "portals" that first land speculators and then merchants made a regional base of operations (23). Drawing on a very fine analysis of the records of a number of Marietta merchants who strove to maintain the town's function as a "subregional hub" (54), the author traces the development of a regional market economy—as indicated by an increasing volume of trade and the replacement of barter with credit and then specie and currency transactions—on both sides of the river. This region was defined primarily by an urban-based commercial system, supported in part by manufacturing, that extended across the interior country both north and south of the Ohio River and was connected to the national economy by roads across Pennsylvania and one-way shipping south to New Orleans. These connections were reinforced by a massive wave of immigration and a myriad of social and cultural interactions. These immigrants generally ignored the sectional origins of their neighbors and bound the towns, cities, territories, and states into a coherent region through the 1810s, the heyday of the "western country" (104, 117). This region was also politically tied together by shared frustrations over the dearth of specie, a general desire to enhance transportation through steamboats and canals, and an evolving "western identity" in national politics.

But the broad coherence of the region called the "western country" was rather quickly undermined by the canal-building boom, the arrival of the steamboat, more intensive urbanization, and politics. Gruenwald traces, in much more general terms in the last two chapters, how trade shifted north and east away from the Ohio River as the canals penetrated the "Buckeye State." The advance of the canals also led to the reordering of urban hierarchies, driven by the dramatic growth of urban centers such as Cincinnati which connected the region's hinterlands to the national economy, at the expense of secondary and tertiary places such as Marietta. The enhancement of the regional transport system triggered the development of commercial agriculture and industry, which, ironically, eroded cross-river interactions and concentrated activity in narrower geographic areas within urban hinterlands. Then the growing sectional controversy over slavery further transformed the Ohio River from a central artery of regional life into a peripheral one, and then into a boundary between

North and South, freedom and slavery. The extension of railroads east to west across Ohio in the 1850s usurped the role of both rivers and canals and thus further attached Ohio's fortunes to the North and drew its regional identity away from the river and the South.

In a succinct and efficient narrative, Gruenwald gives readers a good sense of the region of the "western country" that existed before Ohio became the Buckeye State. This study is a fine model of how historians should trace how the dynamics of regionalism interact with the ever-shifting identity of a place.

*The River We Have Wrought: A History of the Upper Mississippi*, by John O. Anfinson. Minneapolis: University of Minnesota Press, 2003. ix, 365 pp. Illustrations, tables, notes, index. \$29.95 cloth.

Reviewer Patrick Nunnally is adjunct assistant professor of landscape architecture at the University of Minnesota. His work with the Mississippi River spans more than a decade, and includes serving as the program manager of the "Imagine the River" project for the University of Minnesota.

John Anfinson's book examines an important yet easily overlooked topic in the history of the upper Midwest. For a century between the 1820s and the 1920s, the Mississippi River provided a central transportation link between the growing region and the outside world. Immigrants by the thousands flooded into Iowa, Minnesota, and Wisconsin on riverboats. The products of farms and lead mines left the area by steamboat, and millions if not billions of board feet of logs and lumber floated downstream to build cities throughout the mid-continent.

Anfinson's story is of the Mississippi as a transportation corridor, and how that corridor changed over time in response to imperatives of engineering, transportation, economics, and regional self-image. The upper Mississippi is not Mark Twain's river, and is not as well known as the mythic river south of St. Louis. But Anfinson goes a long way toward rectifying the gap in our understanding and has produced a book that will be essential reading for future students of the river.

Anfinson does a wonderful job of evoking the "natural" river. He draws extensively from the travel literature of the nineteenth century to describe the shallow, changeable, island-studded wilderness that was home to diverse cultures of native people. The "natural" river, which sometimes flowed as shallow as 18 inches in places due to ever-changing sandbars, was the major avenue of travel in the region. But it was an unreliable corridor, with two major sets of rapids plus the sandbars blocking freight and passengers, sometimes for days at a time.

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