

Begun in late 1933 as employment for architects and draftsmen during the Great Depression, HABS operated until the opening of World War II. Once reactivated in 1957, it quickly surpassed the prewar pace of recording, inaugurated the National Register of Historic Places (1966), and created the Historic American Engineering Record (HAER) (1969) through fission. During this period the federal government also extended its administrative interest and oversight by encouraging the establishment of state historic preservation offices.

Indiana maneuvered in the wake of federal action. Fourteen of the initial twenty-eight participants contributed to the drawings of the approximately forty sites recorded before World War II. Domestic architecture dominated the early selections, followed by public buildings and an occasional commercial or "engineering" structure. The number of buildings recorded grew dramatically and fitfully with the revival of activity in 1958 and expanded by more than one hundred in the 1970s. The nature of the sites selected, however, did not change substantially, unless one includes HAER's activities which are recognized here only in the appendixes.

The explosion in the number of sites recorded since World War II quickly outdated even revised versions of a national catalog. Thus, Indiana is about the eleventh to publish a state catalog. Arranged geographically, entries succinctly describe each site, assess its historical significance, and list basic records.

The Indiana catalog fittingly records the individual interests and personal craftsmanship of a collection of Hoosier pioneer preservationists from David Hermansen, Edward James, and H. Roll McLaughlin to Samuel Roberson. The next generation of entries published will most likely come from more corporate and standardized sources—from private organizations such as the Historic Landmarks Foundation of Indiana or public agencies such as the State Historic Preservation Office. As this volume makes clear, those leading today's efforts will almost inevitably follow many a trail blazed a generation or more ago.

DePauw University, Greencastle, Ind.

James L. Cooper

Conquering the Rivers: Henry Miller Shreve and the Navigation of America's Inland Waterways. By Edith McCall. (Baton Rouge: Louisiana State University Press, 1984. Pp. 260. End maps, illustrations, notes, bibliography, index. \$25.00.)

In *Conquering the Rivers* Edith McCall has written a biography of the working life of Henry Miller Shreve, whom she calls the "Father of the Mississippi Steamboat." When Shreve was

three years old in 1788, his family moved from a Quaker community in New Jersey to the shores of the Monongahela River. From then until his death in St. Louis in 1851, the Mississippi Valley was his home and its rivers his challenge. Shreve's life-work was to make the Ohio and Mississippi rivers and their tributaries the highways of settlement and commerce for the West. The challenge led him into each phase of his career, from keelboat merchant to steamboat builder, to improver of the steamboat, and finally to inventor of a snag boat that made the rivers safe for navigation. The monuments to his success are the cities that prospered along the rivers he opened and the farmlands that grew to productivity because he cleared the way for marketing their output. As Louis C. Hunter has observed in his classic *Steamboats on the Western Rivers* (1949): "The growth of the West and the rise of steamboat transportation were inseparable; they were geared together and each was dependent upon the other" (p. 32). Henry Shreve led the way and made possible the growth of the West and the rise of the steamboat.

McCall, author or coauthor of some forty-five books on topics in American history, has written a lively and engaging narrative about the life of Shreve. She writes history, as Barbara W. Tuchman once said, not "to instruct but to tell a story." The author tells a story well. Through spritely prose the reader follows Shreve in service on flatboat, keelboat, and steamboat as he learned the dangers and idiosyncracies of the Ohio and Mississippi rivers. This intimate knowledge allowed him to design and build his first steamboat, the *Washington* (1816), and later the *George Washington* (1824). In building the *George Washington* Shreve introduced innovations—three decks, shallow hull, the hogframe, and separate engines for each paddle wheel—that made it the prototype of the huge "floating palaces" that followed (p. 174).

Shreve then turned his attention to the greatest hazards to the steamboat in the rivers, the snags and sawyers that obstructed navigation. In 1826 he became superintendent of western river improvements for the United States government, and he spent the remainder of his career clearing the rivers of the Mississippi Valley of these hazards. His greatest challenge came with the clearing of the Great Raft of the Red River, and his success led to the naming of Shreveport in his honor. Following his retirement as superintendent in 1841, he spent the remainder of his life promoting the growth of St. Louis and seeking compensation from Congress for the use of the snag boats, *Heliopolis* (1829) and *Archimedes* (1831), which he had invented to clear the rivers. The suit was still pending at the time of his death in 1851.

Engaging as the author's narrative is, the historian will have trouble with her presentation of the traditional image of Shreve.

In 1949 in *Steamboats on the Western Rivers* Louis C. Hunter challenged this view when he declared: "such evidence as is available suggests that Shreve's boats, so far as major structural features are concerned, did not differ materially from other steamboats of their day" (p. 76). If the author has new evidence that refutes Hunter, she fails to present it. Rather she footnotes sparingly and relies heavily on secondary sources published before 1949, such as Emerson W. Gould's *Fifty Years on the Mississippi* published in 1889. Hunter has said that the case "made in behalf of Shreve is overstated" (p. 15), and this reviewer has found no evidence in McCall's study to refute that judgment. On the contrary, the author's heroic presentation of Shreve perpetuates the overstatement without substantial justification.

In writing this book McCall set as her purpose to reveal in a combined narrative the story of the opening of the inland rivers and the life of Henry Miller Shreve. In this she has succeeded. Her well-written effort cannot help but renew popular interest in two highly interesting and interwoven phases of American history.

Tri-State University, Angola, Ind.

Donald T. Zimmer

The Indian Frontier of the American West, 1846-1890. By Robert M. Utley. (Albuquerque: University of New Mexico Press, 1984. Pp. xxi, 325. Illustrations, maps, notes, bibliography, index. Clothbound, \$19.95; paperbound, \$10.95.)

Robert M. Utley faces an enormous task in synthesizing the literature of the western Indian frontier. Quite appropriately, he uses the Mexican War and the Massacre at Wounded Knee on the Pine Ridge reservation as the chronological limits of his newest book. To give unity to his narrative, Utley identifies two theses around which he organizes his account. He maintains that "the frontier condemned the two [Indians and Anglo-Americans] to a physical union, while a great cultural chasm condemned them never really to see or understand each other" (p. xix). Disagreeing with Frederick Jackson Turner's concept of the frontier as a "single line," Utley hypothesizes that in the American West Indians and Anglo-Americans met in "groupings of frontier zones" where they mingled and changed, "in ways never really perceived as attributable to the other" (p. xx). The last pages of *The Indian Frontier* are devoted to a critique of Turner, concluding that "modern America is uniquely, as Turner failed to perceive, a blend of its immigrant and native heritages" (p. 272).

Yet, *The Indian Frontier* is principally an account of the western Indian wars. Those conflicts intensified as the United