

Day notes in his book many more places of historical interest in the Vincennes area. Three miles north of Vincennes is Fort Knox II, which has been reconstructed as a free, outdoor museum by the Indiana Historical Society. Grouseland, the Georgian home built by Indiana Territory's Governor William Henry Harrison in 1803–1804, has been restored and opened to the public by members of the Francis Vigo Chapter of the Daughters of the American Revolution. The two-story building that housed the early Indiana territorial legislature has also been preserved and is open to sightseers. Pictures of these important sites, plus many more snapshots of local places and activities, are collected in Day's volume.

Vincennes: A Pictorial History also provides a valuable summary of the economic history of the Vincennes community and a concise, twenty-year updating of the city's general history. After 1813 Vincennes was no longer the political focus of Indiana Territory, but it continued to be the commercial center for agricultural products raised throughout the Knox County area. After 1850 the town became a railroad center with both north-south and east-west lines. By 1900 Vincennes had become a center for manufacturing industries that used local coal and natural gas deposits. After 1950 the city saw a decline in manufacturing but an increase in job opportunities through the development of Vincennes University and the Good Samaritan Hospital. Thus, in the mid-twentieth century Vincennes was moving from an industrial to a service economy. In recent decades tourism has provided a third service-oriented boost to the city's economy.

Day, whose great-great-great-grandfather was among the local inhabitants who greeted Clark's troops in 1778, has had a lifelong interest in the history of Vincennes. His almost 9" × 12", 200-page volume contains a variety of illustrations that highlight many facets of community goings-on. Congratulations are in order for this meticulous, insightful contribution to local history.

ROYAL ELLIS PURCELL III is a 1941 graduate of Indiana University with a major in political science and a minor in history. A native of Vincennes, Purcell now resides in Bloomington, Indiana.

An Evansville Album: Perspectives on a River City, 1812–1988. By Darrel E. Bigham. (Bloomington: Indiana University Press, in association with the Evansville *Courier*, 1988. Pp. ix, 163. Illustrations, bibliography, index. \$25.00.)

This collection of images is, according to the author, "an attempt, through photographs, to chronicle the development of a city" (p. ix). To accomplish his goal Darrel E. Bigham has divided the book into four unequal sections. The first covers the years from 1812 to 1870 and is very short; the next two, from 1870 to 1915 and from 1915 to 1950, are approximately equal in size and are the



THE 1937 FLOOD AT EVANSVILLE, INDIANA

Reproduced from Darrel E. Bigham, *An Evansville Album: Perspectives on a River City, 1819–1988* (Bloomington, 1988), 77. Courtesy University of Southern Indiana, Evansville.

largest; the last section, from 1950 to 1988, is significantly shorter, although it is more than twice the length of the first. The division reflects both the significance of the respective eras and the availability of images. Bigham organizes each section to emphasize the developmental theme. In all save the first one he groups the images under four headings: riverfront/downtown, the changing cityscape, workers and the economy, and people. The pictures follow a short three-to-six page essay that provides background and context.

In the first section Bigham has only two headings—riverfront/downtown and people—and he uses as many prints as photographs to present his story. The remaining sections are comprised primarily of photographs from a variety of sources, including a few images made by Lewis Hine. The images are well reproduced, making the book attractive to read.

Bigham does not, however, achieve his goal. Part of the reason for this lack of success rests with the nature of historic photographs, which rarely show unguarded moments but are more often posed portraits that do not convey a sense of the texture or social

fabric of the past. Images of Evansville's physical landscape taken at different times are rarely exact duplicates, for example, and at times they portray human activities that distract from the theme of development. The images of workers and the economy and people often consist of group portraits in front of shops, businesses, factories, churches, and schools or at baseball parks. Such illustrations fail to discriminate in the way that Bigham intended and fail to sustain the theme that he imposes; nevertheless, *An Evansville Album* is an interesting collection of historic images.

DWIGHT W. HOOVER is professor of history and director of the Center for Middletown Studies, Ball State University, Muncie, Indiana. He is author of *Pictorial History of Indiana* (1980) and *Magic Middletown* (1986), both of which use historic photographs. Hoover is currently working under an Indiana Humanities Council/Indiana Historical Society Heritage Grant to develop prints from the Otto Sellers glass plate negatives, which are housed at the Middletown Studies Center.

The Lincoln Highway: Main Street across America. By Drake Hokanson. (Iowa City: University of Iowa Press, 1988. Pp. xvi, 159. Illustrations, map, notes on sources, index. \$32.50.)

A quick look through Drake Hokanson's *The Lincoln Highway* suggests that this is a "coffee table" book of pleasant black-and-white highway photographs. But a person taking just this superficial look will miss the wonderful mix of words and pictures that Hokanson uses to describe the development and demise of America's first "ocean to ocean" motorcar highway.

In 1912, long before the federal government built or financed the national highway system, a group of Indianapolis automobile manufacturers led by Carl Fisher met to make plans for a privately financed highway from New York to San Francisco. Fisher, whose Indianapolis racetrack was becoming a big success after he had paved the track with bricks in 1911, believed that the transcontinental highway would help attract attention to the automobile as a vehicle of long-distance travel.

Working from Fisher's dream and his early leadership, the Lincoln Highway Association began fund raising for mapping and construction. Although this private group succeeded in having a few short "seedling mile" segments of the route paved with concrete, it was not until after World War I with the help of federal financing that the highway was fully developed. Two-thirds of the 3,000-mile road followed a route that was later designated U.S. 30.

Hokanson provides details of the joys and frustrations of automobile travel during the years that the Lincoln Highway was being developed. His account of Emily Post's 1915 journey in a hand-built English touring car from New York to the Panama-Pacific International Exposition in San Francisco is a case in point. Very little of the route was paved in 1915, and Post's trip, which