

The discussion of the Indiana Transportation Company provides a detailed look at the port of Michigan City and its transportation needs throughout its first century. Since the town was located so close to Chicago and to the intersection of several railroads, there was minimal demand for waterborne freight or passenger transportation. Yet local entrepreneurs successfully developed an extensive excursion business at Washington Park on Lake Michigan, a recreational facility similar to today's Cedar Point. Hotels, restaurants, and other businesses were built nearby to provide the necessary services to excursionists making extended visits. As the twentieth century dawned, business expanded annually with finer vessels and faster service, until a quarter of a million excursionists were arriving yearly from Chicago in a season lasting only ten weeks.

A detailed chapter discusses the decline of the passenger and package freight business on Lake Michigan by 1950. The first blow came on July 24,

1915, when the excursion steamer *Eastland* (the subject of another Hilton book) rolled over on its side in the Chicago River, killing more than eight hundred people in the worst disaster ever to strike Great Lakes shipping. Other factors included the coming of the automobile, efficient highway transportation, new government regulations, and the Great Depression, all combining to bring on the demise. The *Theodore Roosevelt* was withdrawn in 1951 after failing boiler and engine inspections, and the *Milwaukee Clipper* was withdrawn in 1970, unable to justify the cost of new sanitary equipment. Today only auto ferries remain for those who would enjoy a refreshing cruise on Lake Michigan.

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Thomas D. Clark of Kentucky
An Uncommon Life in the Commonwealth
 Edited by John E. Kleber

(Lexington: University Press of Kentucky, 2003. Pp. xiii, 256.
 Illustrations, notes, bibliographic essay, index. \$25.00.)

"Nobody grows old by merely living a number of years. People grow old only by deserting their ideals." Perhaps the words of General Douglas MacArthur help to explain why historian and centenarian Thomas D. Clark

has withstood the years so well. The former long-time chair of the history department at the University of Kentucky has not deserted his great ideal: the notion that the knowledge of history remains as practicable and useful

today as a full grasp of the Internet. Clark remains physically active, speaking to audiences and writing. His mind and his eloquence seem to be sharpened by the passage of time. The essence of his incredibly varied and productive life has been captured wonderfully in *Thomas D. Clark of Kentucky*.

Born in Louisville, Mississippi, on July 13, 1903, the oldest of seven siblings, Clark is the son of a cotton farmer but was greatly influenced by his schoolteacher mom. His hard life in the cotton fields under the searing Mississippi sun, as well as his early experiences logging and working as a deckhand on a dredging boat, gave him first-hand knowledge of the rigors of rural labor.

After earning degrees at the University of Mississippi and the University of Kentucky, Clark culminated his formal learning with a doctorate from Duke University. In 1931 he arrived in Lexington to begin his illustrious career with the University of Kentucky.

Hoosier readers should feel a special affinity for Clark. While his life study has been on southern history, primarily Kentucky, he spent four years teaching at Indiana University after retiring from the Lexington school in 1968. He was wooed to the appointment as Distinguished Service Professor Emeritus at Bloomington by IU's president, Elvis Stahr, a former student of his and a native Kentuckian. While at Indiana, Clark made a lasting contribution to the state by writing a comprehensive four-volume history of Indiana University in which he traced the university's rise from a small school to a national institution. One reviewer pre-

dicted that this work would be regarded as a superior history of an American institution of higher learning.

One comes away from Kleber's book dizzy from the long litany of posts and positions Clark has held, and his seemingly limitless list of publications. He has written more on Kentucky, including a classic history textbook, than any other person.

Compilations of essays by multiple authors have a way of running people off; prospective readers may rightly suspect that such works lack the connecting sinew needed to sustain a longer read. Such was my apprehension when I picked up Kleber's book, but it turned out to be a delightful surprise. Kleber's superb editing makes the book flow with the constant stream of a novel. While there is some repetition and overlap, it is minimal and serves only to drive home Clark's accomplishments.

In arranging the book into five separate categories—"The Life," "The Historian," "The Advocate," "The Friend," and "The Works"—Kleber shows that Clark is not only a man of intellect but also a man of action. Among his accomplishments are the development of various projects such as the Kentucky Department of Library and Archives Building, and the newly opened Kentucky History Center and Museum in downtown Frankfort. The very publisher of the book—University Press of Kentucky—is a brainchild of Clark's.

You need not be a serious student of history, or an admirer of Clark, to find matters of interest in this book. Clark's life itself is interesting. Erudite as he is, he is not a slave to academia.

His love of history is interwoven with his love of life. Through the reports of eighteen excellent writers from varied backgrounds, this book puts in perspective Clark's life and contributions much better than would a conventional biography.

BILL CUNNINGHAM is a circuit judge in Kuttawa, Kentucky. He has written numerous regional books, including *On Bended Knees: The Night Rider Story*, now in its tenth printing. He also authored a biography of Clark in 1981, entitled *Kentucky's Clark*.