

tuckians, and the post-emancipation losses of white slaveholders. The chapter on the aftermath of the Civil War, while discussing the Lost Cause and its “great symbol” John Hunt Morgan at length, gives little attention to the fact that white Kentuckians’ reunification was premised upon the annulment of African Americans’ civil rights.

Yet, in the end, even if Ramage and Watkins have created a portrait with a bit too much light and not

enough shadow, *Kentucky Rising* should be appreciated for what it is: the new starting point for all future accounts of antebellum Kentucky.

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Full Steam Ahead
Reflections on the Impact of the First Steamboat on the Ohio
River, 1811-2011

Edited by Rita Kohn

(Indianapolis: Indiana Historical Society Press, 2011. Pp. xviii, 240. Illustrations, index. Paper-bound, \$19.95.)

The Indiana Historical Society promotes *Full Steam Ahead* as a book intended for general readers, and editor Rita Kohn does a good job of delivering on that promise. Under her guidance, a Naval architect and members of the Army Corps of Engineers join professional historians to present nine essays that effectively span the two centuries cited in the title. The book’s maps, photographs, and diagrams help readers understand the tales being told as well as to visualize the various kinds of steamboats, towboats, and systems of locks and dams.

Kohn’s editing results in a well-balanced presentation of material with little overlap between essays. Alan L. Bates’s layout of the nuts and

bolts of steamboat construction and design evolution is as interesting as the story of the first voyage and its aftermath by Leland R. Johnson. Thomas C. Buchanan and Joe William Trotter Jr. inform readers of the transportation revolution’s impact on Native Americans, as well as the role it played in ante- and postbellum African American history. Sandra M. Custer contributes a welcome study of the music that travelers enjoyed on their journey. Two chapters add layers to our understanding of traditional steamboat lore: Jack E. Custer explains the ins and outs of towboats, while Gerald W. Sutphin diverts readers’ attention from the mighty Ohio and Mississippi Rivers to explore the

impact of steamboats on their smaller tributaries.

I especially enjoyed Rick Bell's chapter on town building at the Falls of the Ohio. Bell compares and contrasts two development models: that of the sole proprietors vs. a town administered by elected officials. The result is an interesting story of land speculators and immigrants with big dreams who often failed in the end on a personal level, though their visions of what the Ohio Valley could become did indeed come to fruition. Robert Willis explores the present and future of the Ohio River's role in American life through an analysis of the facts and figures of the river's commercial capacity as a canalized waterway in the twentieth century. In an afterword, Kenneth A. Wheeler writes convincingly about the reasons why such a river should be more fully utilized in the twenty-first. Linda Harris and Kadie Engstrom's appendix made me want to plan an

excursion to visit the last of the early twentieth century paddle wheelers still plying western waters, the *Belle of Louisville*.

There are no footnotes, but it should not be hard for readers to find the sources of direct quotations in each chapter's selected bibliography. The volume also includes a final annotated bibliography by Douglas Denné and Katherine McCardwell detailing travel accounts, books, and other materials available in the library at the River Institute at Hanover College in Hanover, Indiana. I thoroughly enjoyed this book, and anyone interested in the history of steamboats on western waters will want to add it to their collection.

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Lincoln and the Border States Preserving the Union

By William C. Harris

(Lawrence: University Press of Kansas, 2011. Pp. xii, 416. Illustrations, notes, index. \$34.95.)

Lincoln's direction of the war for the Union and his difficulties managing his generals are well known. His efforts to secure the cooperation of the border states of Delaware, Maryland, Kentucky, and Missouri are less well known, yet perhaps as severe a test of his statesmanship. William C.

Harris's *Lincoln and the Border States* brings new attention to this important and relatively neglected topic.

Historians' study of the border states in the Civil War has generally been confined to the spring and summer of 1861, when these states' allegiance to the Union was most