

Reviews and Notices

Evansville's Channels of Trade and the Secession Movement, 1850-1860. By DANIEL W. SNEEP, Indiana Historical Society, *Publications*, Volume VIII, number 7. Indianapolis, 1928. Pp. 66.

This study easily merits its appearance in the list of Indiana Historical Society *Publications*. It shows again that local materials can be used very advantageously by a careful, painstaking student in the production of a valuable and interesting historical paper. The contents indicate nine divisions of subject matter, an appendix, a bibliography, and two maps. Tables compiled from local newspaper reports are included. The thesis is developed around these topics: the Beginnings of Evansville; Early Packet Lines; Evansville's Incoming River Traffic; Effects of the Civil War upon the River Traffic; the Canal; the Canal in Operation; the Railroad; Chief Articles of Commerce; and Trade and Politics. One is fully convinced that the city was, during the fifties and sixties, awake to her problems and possibilities.

Evansville holds a unique and strategic position in the Ohio valley. The distance to Nashville by packet, is more than a hundred miles shorter than to Cincinnati; to Memphis is shorter than to Attica, Indiana. Connections to the North were by the Wabash River, the Canal to Toledo (1853 to 1861), and the Evansville and Crawfordsville Railroad (after 1854). Commerce with the South depended chiefly upon the Green, the Cumberland, the Tennessee, and the Mississippi Rivers. These trade routes and the differences between northern and southern demands on the markets, together with secession and war determined, for the most part, Evansville's business relations. Some problems were: (1) whether to reach the Northeast by canal or railroad; (2) whether to support a "Straight

Line Railroad" to Indianapolis or not; (3) how to make the needed adjustments between demand and supply of the northern and southern markets; and (4) how to make the transfer of wholesale business from New Orleans to New York.

The first and second questions had been answered before the secessionist movement affected business connections. The Canal was a failure. The "Straight Line Railroad" was not completed. The influence of John Ingle, President of the Evansville and Crawfordsville Railroad, was felt. His opposition ruined the credit of Willard Carpenter, who was negotiating for rails in England. Carpenter's opponents kept him from securing the \$100,000 in bonds pledged by the City of Evansville.

The Civil War influenced to a marked degree the solution of the other problems. "Evansville's tobacco manufacturers suffered a heavy loss when trade relations with the South were severed." (p. 336). "When war was declared steamboat traffic to the South was utterly ruined. The Cairo packet line was harrassed by military restrictions; the carrying trade of both the Wabash River packets and the Evansville and Crawfordsville Railroad was greatly decreased by the lack of a southern demand; business in Evansville came to a virtual standstill and men were without work." (p. 337). New Orleans being closed to Evansville by the war, an impetus to more business between Evansville and New York was given.

Evansville was loyal to the Union in spite of her important commercial, geographic, and family connections with the South. Disloyal sentiment was present after the election of 1860, but repressed after April, 1861. The story of the political situation here, is not essentially different from that of many other localities of the border area.

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Recollections of the Civil War. By Oran Perry. *Indiana History Bulletin*, Volume V, Extra Number 3. Indiana Historical Bureau, Indianapolis, 1928. Pp. 66, fifty cents.

The author of this reminiscence of the Civil War enlisted as a private in Company B of the 16th Indiana Regiment. As a result of merit, courage, and superior ability, he was raised in rank from time to time, and, when mustered out at the close