

Reviews and Notices

The Village at the End of the Road (Indiana Historical Society Publications, XIII, No. 1). By Wylie J. Daniels. Indiana Historical Society, Indianapolis, 1938. Pp. 112, illustrated, seventy-five cents.

It is natural for Wylie J. Daniels to be interested in early Indiana railroad history. His father was connected with the early Evansville and Crawfordsville Railroad and he, himself, is secretary-treasurer of the Indianapolis Union Railway Company. The present monograph is an outgrowth of papers presented at meetings of the Indiana Historical Society and the Indianapolis Literary Club. All who are interested in the Central and Southern Indiana of the decade of 1843-1853 will be appreciative of publication in the present and more extended form.

Mr. Daniels has limited his field of interest. He has not sought to show the details of the fortunes or misfortunes in financing, construction, or traffic development of these pioneer lines. In his own words, his object has been to give "the contemporary view of railroads by means of copious quotations." His references are chiefly from the Indianapolis and Madison newspapers of the times. The result is well worth the interest of the general public. He has not only succeeded in capturing the mingled enthusiasms, prejudices, and indifferences of the times in both serious quotations and sprightly anecdotes, but also in impressing upon the reader the significance of the struggle for trade that underlay the railway development.

The narrative begins with a brief treatment of the difficulties of trade in the turnpike period of Indianapolis history. From this point the author moves to a consideration of the public attitude toward the efforts to complete the famous Madison and Indianapolis Railroad to the capital. After the completion of the road on October 1, 1847, the papers commented again and again upon the resulting rise in prices of farm produce and upon the increase in the pace of business activity and in the number of mercantile firms. Editors announced that since the advent of the railroad Indianapolis had "transformed its every feature." Editorials were written on the passing of pioneer ways and on the rival interests of Madison and Indianapolis, the "Village at the

End of the Road." As an example of the stimulating effect of the new road and the feeder lines soon constructed to it, an interesting account is given of the congestion on the road caused by the great quantities of hogs offered for shipment to Ohio River packing centers. The success of this pioneer road brought other projects into the news. Scarcely had the road been opened to Indianapolis when Page Chapman, editor of the *Indiana Daily Sentinel*, predicted that, within ten years, connections would be made with railroads to New York, Cincinnati, and St. Louis. The treatment then follows the development of a number of roads radiating from Indianapolis which acted as feeders of the Madison road until its practical monopoly disappeared in 1853. Considerable attention is paid to the rivalry of the Ohio River cities and the consequent connection by rail of Cincinnati and Louisville with Indianapolis. By 1853 Indianapolis was also connected with the East by the Bellefontaine road through Anderson and Muncie and by the Indiana Central through Richmond to Columbus. It is interesting that in 1850 a Cincinnati merchant in a letter urging liberal aid and support to an Indianapolis-Cincinnati line expressed fear that the completion of these eastern lines might draw Indiana traffic towards New York rather than towards New Orleans. No evidence is cited of the appearance of this diversion—a phenomenon which doubtless became significant slightly after the period covered by Mr. Daniels. Short accounts of the location and building of the Indianapolis Union Station and of the equipment and speed of these early roads complete the work.

The main outlines of Central and Southern Indiana railroad development have, of course, been presented in standard histories and in several masters' theses. Mr. Daniels has enriched and enlivened the subject. It is a pleasure to recommend his contribution.

JOSEPH A. BATCHELOR.

The First Hundred Years of Lake County. By Sam B. Woods. Published Privately, 1938. Pp. 418, illustrated. (Copies may be obtained from the author by writing to him at Griffith, Indiana.)

This volume is a compilation of local newspaper articles rather than a history, though there is a brief sketch of Lake