

After the White House experience, Herbert preferred New York City while Lou favored Palo Alto. The couple was frequently separated as Lou maintained homes in Washington, D.C., Palo Alto, and Monterey. She traveled widely with friends and on behalf of the Girl Scouts. In the mid-thirties, the Hoover family regained ownership of the Hoover family home in West Branch, Iowa, and Lou supervised its restoration. In 1940, following her husband's wishes, she moved to New York, where she died of a stroke in 1944.

Writing a life of Lou Hoover that goes beyond her surface accomplishments and activities is a difficult task because, as Allen points out, Lou "rarely shared her private thoughts, routinely burned personal letters, and maintained always an invisible barrier between her public image and her private self" (1). Within these considerable limitations, Allen has done an excellent job of portraying a woman who made the most of her opportunities, but always stayed within the framework of conventional society. Well educated and independent in that she worked for her own chosen causes, often managed her family's finances, and directed large domestic establishments, Lou did not support woman suffrage nor did she ever actually pursue her own career. Also, like most women of her time and class, Lou was unconsciously racist, heavily dependent on household help, and seemingly unaware of the economic and social inequities present in American society. Allen does not conceal these aspects of Lou Hoover, nor does she dwell on them. As a result, this book is a fair, balanced biography of a woman who came of age as the modern world was emerging and who participated in some, but not all, of the opportunities it presented to women.

Making Connections: The Long-Distance Bus Industry in the USA, by Margaret Walsh. Burlington, VT: Ashgate Publishing, 2000. xvii, 245 pp. Illustrations, tables, notes, bibliography, index. \$74.95 cloth.

Reviewer Bruce E. Seely is professor of history at Michigan Technological University. He is the author of *Building the American Highway System: Engineers as Policy Makers* (1987).

Margaret Walsh initially wanted to write a history of Greyhound, the leading American long-distance bus line. After finding that corporate records did not exist, she chose instead to examine other elements of the industry, and published a series of articles over the past 15 years in several scholarly journals (including this one) and books. Those articles formed the foundation for the book. Two new chapters, an introduction, and a bibliography round out the book, which provides a

serviceable, if episodic, history of the American intercity bus industry. The introduction is especially important, because it provides an overview enabling readers to stitch the individual pieces into a more general history of the industry. Walsh highlights gender issues and the importance of competition to the development of the bus industry, both with respect to other modes of transport and among bus lines.

The book's opening chapters are synthetic histories of the bus industry. The first follows bus companies from their origins as local people-hauling operations, formed by entrepreneurs who literally built their own vehicles as well as their own routes, through the 1930s. Whether in California, New England, or the Midwest, the consistent pattern involved a few individuals linking local enterprises into regional and then interstate carriers during the 1920s, before larger conglomerates emerged, including the first national bus operations—the decentralized Greyhound Lines. The chapter concludes with bus operators' struggle to survive the Great Depression. The second chapter picks up the account with World War II, as operators struggled to meet surging demand with aging equipment, and then to survive the very different business climate of the postwar era, when buses came to be seen as a transportation choice of the poor and those without automobiles—an image the industry never overcame.

The next three chapters flesh out the story of the pioneering developments of the 1920s with more detailed accounts of three mid-western bus ventures. In one chapter, she examines the role of several men from Hibbing and Duluth, Minnesota, who built a bus company that eventually became the core of Greyhound in 1929. In the next she tells the story of Helen Schultz, one of the few women involved in the bus industry, as she built the Red Ball Transportation Company in Iowa in the 1920s. A third chapter follows the efforts of Edgar Zelle as he developed the Jefferson Highway Transportation Company in Minnesota and Iowa during the 1920s and 1930s.

In the final section of the book, Walsh summarizes the development of federal regulation of the bus industry; examines the industry's use of advertising; and discusses the role of women in the bus industry's development. The concluding chapter is a nice essay about a collection of photographs of buses, their terminals, and their passengers taken in the 1940s by Esther Bubleby for the Office of War Information and then as a free-lance photographer.

This book is important because nothing else has been written on the intercity bus industry since a 1954 volume by B. B. Crandell. Walsh traces the industry from its exuberant roots in many locales through an exciting period of growth when buses were exciting and fresh

compared to the railroads (remember the 1934 film *It Happened One Night*, when Clark Gable and Claudette Colbert caught a Greyhound?). Most of the book focuses on this period of development and growth, but Walsh does discuss the era of lost innocence, when the bus industry could not avoid becoming the poor person's transport after the war as aviation became the newest and most glamorous way to travel long distances. Ironically, buses were trapped in the same way they had helped trap the railroads two decades earlier, and only the charter tour side of the industry appealed to more affluent riders. Walsh's account of all this is not definitive, given the episodic structure of the chapters. Still, woven into the individual chapters is the best recent account of the rise and relative decline of a transportation alternative to both the railroad and the motor car. Because she develops cases of midwestern bus operations, the volume should be especially interesting to readers of this journal.

Home on the Road: The Motor Home in America, by Roger B. White. Washington, DC: Smithsonian Institution Press, 2000. xii, 220 pp. Illustrations, notes, index. \$24.95 cloth, \$16.95 paper.

Reviewer Keith A. Sculle is Head of Research and Education, Illinois Historic Preservation Agency. His research and publications on North America's historic material culture have focused largely on the automobile road and roadside.

In *Home on the Road*, Roger B. White, land transportation historian at the Smithsonian Institution's National Museum of American History, details the history of the self-propelled recreational vehicle (RV). Take note from the outset: White's focus on self-propelled recreational vehicles excludes trailers towed behind automotive vehicles. This book, the most widely shared and lasting benefit of an exhibition White curated in 1985 for the Smithsonian, will strongly attract anyone wanting to know the who, what, and when facts of the self-propelled RV in chronological sequence. White dutifully acknowledges the availability to researchers of the archive gathered for the Smithsonian exhibit, but most people will probably be satisfied with reading this well-documented monograph. The Smithsonian Institution Press and White are to be applauded for taking their work to the reading public.

White unfolds his narrative smoothly, first introducing the self-propelled RV's changing cultural reasons. In the early 1900s, those seeking respite from routinized life created a demand. The tiny number of automobile owners who actually adapted the chassis of their automobiles to carry specially adapted houses for outdoor therapy first satisfied the demand. Different rationales later justified the RV:

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