

women as a "moral force," her clear question-and-answer style acquaints readers with the multiple influences on and meanings of Wakefield's narrative.

Wakefield's story itself covers her settlement in Minnesota, her family's capture and treatment by the Dakota, and her unsuccessful efforts to save her Mdewakanton Dakota protector, Chaska, from execution. The narrative provides rich material on white women's role in cross-cultural interactions, Victorian notions of family and religion, and Wakefield's changing ideas about the "savages" who treated her less savagely than she had expected. June Namias's edition of *Six Weeks in the Sioux Teepees* will be both entertaining and enlightening to anyone with interests in Native American history, women's history, or midwestern history.

*Hardship and Hope: Missouri Women Writing about Their Lives, 1820–1920*, edited by Carla Waal and Barbara Oliver Korner. Columbia: University of Missouri Press, 1997. x, 315 pp. Notes, bibliography. \$19.95 paper.

REVIEWED BY JANICE BRANDON-FALCONE, NORTHWEST MISSOURI STATE UNIVERSITY

Private writings, especially of those who have not been permitted much of a public life, offer interesting glimpses into worlds that are usually shaped by the delineations of politics and war. *Hardship and Hope* is just such a book. It is a collection of the private writings of women in Missouri from 1820 (when Missouri was about to enter the Union) to 1920 (when the suffrage amendment finally passed). Some of the women represented are well known—such as Carry Nation, Fanny Hurst, Kate Chopin, and Laura Ingalls Wilder—and their work appears elsewhere. Others—such as Elizabeth Keckley, a Missouri slave woman who gained her freedom and became dressmaker to Mary Todd Lincoln during her four years in the White House—are unknown but worth getting to know.

Many of the women represented in this collection could also represent women in Iowa, Illinois, or Kansas and their experiences in homesteading, schoolteaching, pioneering, leaving on the Overland Trail, or being left by husbands during the Gold Rush or the Civil War. However, the majority of the writings and women found in this volume reflect a particular Missouri experience: living in St. Louis, being a governor's wife, and especially living in a bitterly divided state during the Civil War. These experiences are peculiar to Missouri and

are not so representative of midwestern women at large. The book is inclusive. Represented here are Confederate sympathizers, lawyers, schoolteachers, temperance advocates, pioneers, boardinghouse operators, unmarried women, women with no children, and women with twelve children, not to mention a nun who was canonized (St. Phillipine Duchesne). The theme of the book is that even through experiences of enormous difficulty, hope lingers, and even a *joie de vivre* prevails. The editors have intentionally selected writings that are appropriate for oral interpretation and stage portrayals; that goal has produced short selections that are easy to read and uncomplicated.

*The Lincoln Highway, Volume 2, Nebraska*, by Gregory M. Franzwa. Tucson: Patrice Press, 1996. xii, 196 pp. Illustrations, maps, index. \$34.50 cloth.

REVIEWED BY LEO E. LANDIS, HENRY FORD MUSEUM & GREENFIELD VILLAGE

*Nebraska*, the second in Gregory Franzwa's series of state-by-state volumes on the Lincoln Highway, blends accounts of past travels on the highway with a contemporary description of the road. Readers may use U.S. Geological Survey maps to travel the road, and are challenged to reflect on the preservation of the nation's first coast-to-coast highway. Those looking for landmarks will find notable features, such as the remains of the "Shady Bend" service station and tourist cabins near Grand Island. The narrative also provides specific directions to reach such destinations.

Franzwa uses private and public collections to depict the look and the lay of the Lincoln Highway as it was and is in Nebraska. The narrative emphasizes anecdotes over analysis, making it accessible to any audience. Occasionally Franzwa comments on road building issues, such as "pay as you go" construction, but the text is primarily devoted to exploring the road as it exists today. The historic accounts remind readers that most travel was on brick, gravel, or mud instead of asphalt or concrete, and Lincoln Highway users may experience all of these road surfaces.

The Lincoln Highway series shows promise as a model for other American historic highway travel guides. Franzwa has a formula, and is sticking to it. Those interested in local history can use his work to examine the importance of highways in a community, along with the relationship between highway development and society and the environment. Others can enjoy the work as a guide to one of America's most important highways.

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