

treatment of disadvantaged women. Given the dearth of firsthand primary sources on prostitutes, one cannot help wondering what Washburn herself experienced and wishing she had written her own story. Instead, Washburn wrote an impassioned plea for people to see the reality of prostitution. Her book is a marvelous example of the argument that prostitution could be eliminated if men in power really chose to do so. Historian Sharon E. Wood provides a brief, useful introduction, blending available background on Washburn with a bit of historiography.

Washburn's book functions as a complement to related works on prostitution, including Maimie Pinzer, *The Maimie Papers* (1977) and Ruth Rosen, *The Lost Sisterhood: Prostitution in America, 1900-1918* (1982). It does require those books to provide necessary context, and it highlights the fact that little scholarly work exists on prostitution, either national or local studies. Yet the book is a sharp reminder that prostitution is a volatile issue that Americans everywhere have had to deal with, even in the Midwest.

Pilgrims on the Ohio: The River Journey and Photographs of Reuben Gold Thwaites, 1894, with essays by Robert L. Reid and Dan Hughes Fuller. Indianapolis: Indiana Historical Society, 1997. 105 pp. Illustrations, notes. \$29.95 paper.

REVIEWED BY RON DEISS, U.S. ARMY CORPS OF ENGINEERS

Pilgrims on the Ohio contains a perceptive essay by Robert L. Reid on the background of Reuben Gold Thwaites and his excursion down the Ohio River in May and June 1894. The second essay by Dan Hughes Fuller adeptly explains the history and significance of Thwaites's snapshots of the river's buoyant and riparian culture. Seventy of Thwaites's best images, along with excerpts from his daily notes, chronicle the event.

Employed as a historian by the state of Wisconsin, Thwaites often used direct experience, supplemented by trips, daily notes, and photographs. While conducting research on the Ohio River, he wrote, "I wished to know the great waterway intimately in its various places,—to see with my own eyes what the border saw; in imagination, to re-dress the pioneer stage, and repeople it" (1-2). The historian and his family of three considered travel an enriching educational experience. Paddling and sailing their fifteen-foot skiff *Pilgrim* down the Monongahela and Ohio Rivers, they skirted the borders of seven states on their eleven-hundred-mile water-born journey. Thwaites took daily notes and employed a hand-held Kodak camera to gather, in his words, "local color."

Thwaites's progressive outlook is apparent in the scenes, moments, and experiences he chose to describe and photograph. As visual documents, the riverscapes always include humans or constructs, ranging from prehistoric sites and traditional culture to modern industrial sites, that illustrate the nation's aquatic heartland. The authors are to be commended for presenting captivating images in their historic context. Those who realize the influence of rivers on national development will surely appreciate this scholarly work.

The History of the Muscatine North and South Railroad Co., by Bill Lindsay and Brent Maxwell. Published by the authors, Burlington, Iowa, 1996. 109 pp. Photographs, maps, tables. \$37.10 cloth, \$18.55 paper.

REVIEWED BY JAMES BERANEK, CEDAR RAPIDS, IOWA

In an industry known for exuberant dreams, four local businessmen incorporated the Muscatine North & South Railroad Company (MN&S) in 1893 to build "to the city of Chicago . . . and . . . westward to some point on the Missouri river"(1). Because of the effects of the financial panic that began that year, it was not until January 1899 that the MN&S finally opened—not to Lake Michigan or Council Bluffs, but to prosaic Elrick Junction, Iowa, 28.7 miles south of Muscatine.

Using old newspaper articles, photographs, and maps, the authors vividly recount the railroad's Perils-of-Pauline existence, including its beginnings as a feeder for the Iowa Central Railway; its later extension to Burlington; its dismal financial history (five bankruptcies, six receivers, and 24 deficits in 25 years); and the floods, fires, and accidents that plagued it. The authors emphasize the carrier's operations and physical plant as well as its significance to the small towns it served.

Most of the line was abandoned in 1924, and the railroad became a Muscatine-area switching line until it was sold to the Rock Island Railroad in 1947. The last chapter chronicles a search for what little remains of the MN&S today: some trackage in Muscatine, a few visible grades, and the relocated and extensively remodeled Wapello depot (the sole surviving MN&S structure). An excellent removable system map will help railroad archeologists locate often obscure station sites.

This is not a scholarly work: the authors do not cite company records; the book lacks a bibliography and an index; and photo reproduction ranges from acceptable to awful. It is clearly, however, a labor of love, a well-done social history of a briefly important local institution that, like the electric interurban railroads, could not survive the paved road and the automobile.

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