The volume contains a fine selection of black-and-white illustrations, although the photo reproductions are generally too light. The images favor less well-known photographs from the collections of institutions such as the Library of Congress, Lake Forest College, and the Center for Railroad Photography and Art. Maps are interspersed throughout, an important visual aid in a state with a bewildering number of railroads and routes, especially at the turn of the twentieth century. A follow-up map showing the remaining routes at the time of publication would have been a nice addition.

Overall, these minor complaints notwithstanding, this is a useful addition to the series. It will be of interest to those who possess even a passing interest in the railway industry.

*The Jefferson Highway: Blazing the Way from Winnipeg to New Orleans,* by Lyell D. Henry Jr. Iowa and the Midwest Experience Series. Iowa City: University of Iowa Press, 2016. ix, 213 pp. Maps, illustrations, notes, index. $29.95 paperback.

Reviewer Thomas Gubbels is associate professor at Lincoln University. He is a former senior historic preservation specialist with the Missouri Department of Transportation who has written extensively on Missouri's highway system.

Travelers along Interstate 35 through Iowa rarely slow down enough to notice the landscape around them. However, if drivers left the interstate and instead traveled along U.S. Highways 65 and 69, they would en–counter a roadside that still has much in common with early to mid–twentieth-century Iowa. The first true "inter-state" highways were not established in 1956 by the National Defense Highway Act or in 1926 by the U.S. Bureau of Public Roads. As Lyell Henry vividly recounts in *The Jefferson Highway: Blazing the Way from Winnipeg to New Orleans*, begin–ning in 1915 local Iowa officials and business leaders began to map out, mark, and create an all-weather highway across the state and the entire nation. Their creation, the Jefferson Highway, transformed the country-side and represented the achievement of a uniquely progressive vision that helped Iowa move forward into the twentieth century.

Henry begins his book by analyzing the core values shared by the men who created the Jefferson Highway Association (JHA), the organ-ization responsible for the creation of this early twentieth-century trail system. Good roads advocates such as Edwin Meredith and Thomas McDonald called on Iowans to join them in an effort to improve the state's roads and connect them to the outside world. Although some highway advocates may have been motivated by personal profit, most Iowa supporters of the Jefferson Highway, Henry argues, shared a

common vision of an all-weather highway traveling from Winnipeg to New Orleans as a concrete monument to progressive improvement. Within 20 years of its creation, the JHA had replaced a confusing, haphazard system of dirt roads with a mostly paved highway crossing the entire nation "from Pine to Palm." Supporters saw the Jefferson Highway, marked with a series of colorful blue and white signs, as a north-south counterpart to the better-known Lincoln Highway. The Jefferson Highway was ultimately absorbed into the federal highway system in the 1920s and 1930s, and today the federal government no longer officially recognizes a "Jefferson Highway."

Although the Jefferson Highway technically no longer exists, segments of the original roadway, along with many structures and buildings from the early twentieth century, can still be found throughout Iowa. In the second half of his book, Henry presents a turn-by-turn tour of the Jefferson Highway. As he traces the route of the highway, he vividly describes roadside features from the early twentieth century, including historic hotels, cafés, barns, and other structures that are still extant. Henry clearly shows that while it may no longer officially exist, people can still travel along and experience the original Jefferson Highway. Perhaps someday a GIS program or detailed online map of the original Jefferson Highway route will be created as a supplement to Henry's book to guide travelers interested in driving the Jefferson Highway through Iowa and beyond.

Overall, *The Jefferson Highway* marks an important contribution to the history of Iowa in the early twentieth century. Although faced with a dearth of official sources (official records of the JHA no longer exist), Henry delved into contemporary magazine and newspaper accounts to create a vivid portrait of the process by which the Jefferson Highway came into being. He also makes excellent use of historical maps to uncover the original route of the Jefferson Highway, including several unpaved segments that are still accessible today. His detailed descriptions of historic buildings and structures also contribute to the field of commercial archaeology by showing how the changing character of roadside attractions and accommodations reflected changes in twentieth-century life.

The one quibble that may be had with Henry's arguments is his claim that progressive optimism rather than potential profits motivated the creators of the Jefferson Highway. Local leaders and road boosters outside Iowa often fought desperately to ensure that their communities would be included along the marked route of the Jefferson Highway. As a result, numerous spurs were added to the trail, and the highway failed to take the most direct course possible across the nation. Contem-

porary magazines and newspapers may have featured lofty language, but the harsh battles over the highway's route indicate that economic gain also played a role in the creation and routing of the Jefferson Highway. Henry rightly concludes that further research into the Jefferson Highway is needed to trace the efforts to mark and construct the route within the other states through which it passed. Such research should build on the solid foundation laid by Henry and someday lead to a comprehensive history of the Jefferson Highway.

*Insurgent Democracy: The Nonpartisan League in North American Politics,* by Michael J. Lansing. Chicago: University of Chicago Press, 2015. xii, 353 pp. Illustrations, maps, notes, index. $45.00 hardcover.

> Reviewer Michael F. Magliari is professor of history at California State University, Chico.  His work on rural radicalism includes "Populist Historiography Post Hicks: Current Needs and Future Directions," *Agricultural History* (2008); and "The Populist Vision: Modern or Traditional?" *Journal of the Gilded Age and Progressive Era* (2009).

The meteoric rise of the North Dakota Nonpartisan League (NPL) is one of the most astounding episodes in the annals of American radicalism. Within two years of its sudden appearance in 1915, the angry wheat farmers who flocked to the NPL seized command of North Dakota's Republican Party and captured control of the state government in Bismarck. Over the next six years, from 1916 to 1921, three-term Governor Lynn J. Frazier and his supporting cast of NPL legislators implemented nearly every plank in their visionary platform, a document that combined the most appealing reforms previously championed by North Dakota's Populist and Socialist parties.

As an economic satellite of Minneapolis and St. Paul, North Dakota had always been subordinate to powerful corporate interests based in Minnesota's Twin Cities. Along with the Northern Pacific, the Great Northern, and two other domineering railroads, Twin Cities banks, flour mills, and grain elevators monopolized the marketing of all wheat grown in the region. Statehood in 1889 had done nothing to change that; neither had the struggles of farmer-owned cooperatives sponsored by the Grange, the Farmers' Alliance, the Farmers' Union, and the American Society of Equity. All fell short, as did the efforts of those who opted for radical third-party politics in the Populist and Socialist movements.

The NPL emerged out of those earlier agrarian crusades. Aiming to liberate North Dakota's wheat growers from the stranglehold of corporate monopolies, the NPL called for the establishment of state-owned banks, flour mills, and grain elevators. It also demanded a state-run sys-