

errors; and the illustrations on page 115 are without captions. Furthermore, the author fails to relate other resort and spa areas to his Iowa case study. (This reviewer, for example, would like to know if the history of the Iowa Great Lakes is unique.) It would have been well, too, to have had comments on vacationing habits of Americans during the late 19th and early 20th centuries. Finally, the author could have strengthened his narrative by providing more descriptive passages of the lakes themselves, preferably in the first part of the book. The reader must wait until page 93 before any description of the lakes is found.

Those interested in local history should find the book of value and worth the \$4.95 list price. Local libraries throughout Iowa, southern Minnesota and eastern South Dakota will want to add this volume to their holdings.

—H. Roger Grant
The University of Akron

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Iowa Trolleys, by Norman Carlson (ed.). Chicago: Central Electric Railfans' Association (P.O. Box 503, Chicago, Illinois 60690). 1975, pp. 304. \$25.00.

The Central Electric Railfans' Association was formed in 1938 to encourage study of the history, equipment, and operation of suburban, interurban, and main line electric railways. One of its important functions is the publication of these studies. *Iowa Trolleys* is the 114th such publication.

This book is a nostalgic return to the electric railways's of Iowa's past—railways which in yesteryear connected city neighborhoods, rural communities, and even cities. The Iowa lines earned a special place with railfans and regular riders alike. As the editor points out, the street railways and the interurbans both operated in traditional fashion until the very end.

Brief narrative passages as well as bounteous illustrations are devoted to each of the many streetcar and interurban lines of Hawkeyeland. The narrative portions are of varying literary and historical merit; the illustrations are of remarkably fine quality.

The book is devoid of footnotes, which is understandable given the nature of it. Yet there is no justification for the absence of both a bibliography and an index. An appendix listing motive power and other equipment owned by the various companies is included, however.

Iowa Trolleys is a must for any buff who is interested in the railroads of Iowa. Serious students of railroad history will find it less rewarding.

—**Donovan L. Hofsommer**
Wayland College,
Plainview, Texas

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The Amanas Yesterday, photographs collected by Joan Liffing Zug, text edited by John Zug. The Amana Society, 1975. pp. 48. \$2.95.

Sixty-eight photographs taken between 1900 and 1932, primarily by the people living in the seven villages of the Amana Colonies in Iowa, form the core of this book. The religious communal spirit of the Amana people (of Swiss, German and Alsatian ancestry) lives in this unique collection. History in this instance becomes immediate, and accessible to young and old alike. The pictures are tools that offer viewers an opportunity to analyze, interpret, and most of all enjoy scenes from the past.

In the years before the turn of the century, photographers were not allowed in the Colonies, but after 1900 the rules were relaxed to the point where eventually almost every family displayed in its home an album containing photographs of family members, friends and relatives.

Joan Liffing Zug spent nine years compiling the group of photos in *The Amanas Yesterday*. Her search was initiated when she came upon a small collection, mainly postcards, in the possession of Dr. and Mrs. Henry Moershel. At the time Ms. Zug was working on a documentary of life in the Amanas. Out of several hundred she located, sixty-eight photographs were selected as

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