

earlier editions. Added together, this four-volume collection of documents provides a thoughtful look at the overland trail story, its many travelers and their narratives, and the impact of that experience in understanding our history of the American West.

*The Rural Cemetery Movement: Places of Paradox in Nineteenth-Century America*, by Jeffrey Smith. Lanham, MD: Lexington Books, 2017. xiv, 165 pp. Illustrations, notes, index. \$36.99 paperback.

Reviewer Michael K. Rosenow is associate professor of history at the University of Central Arkansas. His research focuses on the intersections of class, race, and gender, working-class culture, and historical memory. He is the author of *Death and Dying in the Working Class, 1865–1920* (2015).

In 1831 the options Americans had for burying the dead changed. Mount Auburn cemetery began operation in Cambridge, Massachusetts and pioneered a new type of cemetery and a new business. With its spacious seventy acres, manicured grounds, and location just outside of Boston, Mount Auburn was the first rural cemetery. Its beauty and size stood in stark contrast to crowded, dilapidated, and dreary city graveyards. Other cities soon mimicked Mount Auburn, and the rural cemetery movement transformed how Americans thought about cemeteries, cities, green space, and collective memory.

For Jeffrey Smith, professor of history at Lindenwood University, rural cemeteries reflected emerging tensions in American society during the mid-nineteenth century. They were rural in location, yet spoke to the fears and anxieties of growing cities. Rural cemeteries celebrated nature, but carefully manicured the grounds with human hands and developed a list of rules and regulations about usage that grew almost as quickly as invasive flora. Americans had thought of death as the great equalizer, but manifestations of social class soon infiltrated the cities of the dead. Perhaps most crucially, Smith suggests, was the fact that rural cemeteries may have buried the dead, but their central purpose was to serve the living for recreation, tourism, and sites of memory.

In many ways Smith approaches his subject as a business history. He is careful to explain how rural cemeteries were structured, raised capital, and generally operated their businesses from 1831 to 1890. Ideas about how to develop a sustainable business model, manage the grounds, regulate lot owners' prerogatives and visitors' recreations, and market a cemetery's beauty all became important matters for the administration of a rural cemetery. By mid-century, cemeteries had more or less developed a set of answers that became industry standards.

Smith is fastidious in tracing ideas and practices across space and time using sources produced by the cemeteries such as dedication speeches, meeting minutes, rule books, and tour guides. He shows how, for example, a policy prohibiting fences around lots that originated in Green Mount Cemetery in Vermont in 1855 was adopted at other sites, such as Woodlawn Cemetery in New York and Bellefontaine in St. Louis, until it had become the norm by the end of the nineteenth century. By the time cemetery superintendents formed their own professional association in 1887 they could already draw on decades of informal networking, discussion, and practice.

While Smith engages several paradoxes—the relationship between nature and landscape, the tension between sacred and secular, and the intertwining of death and collective memory—it is the assertion that rural cemeteries were entirely urban that is ultimately the most compelling. Smith interprets rural cemeteries as laboratories in which Americans could work out what cities might mean and how they might function. Rural cemeteries became sites to grapple with questions about public health. Cemetery administrators developed prototypes for green space, regulatory regimes, and zoning. That these rural institutions that buried the dead helped give life to the modern city is the greatest paradox of all.

*Abraham Lincoln: A Western Legacy*, by Richard Etulain. South Dakota Biography Series, Faces of Mount Rushmore. Pierre, SD: South Dakota Historical Society Press, 2020. ix, 198 pp. Illustrations, essay on sources, notes, index. \$14.95 paperback.

Reviewer David J. Gerleman is a lecturer at George Mason University and emeritus assistant editor of the Papers of Abraham Lincoln. He is an authority on the American Civil War, the Lincoln Presidency, and horse cavalry.

In August 1859 Abraham Lincoln visited Iowa to select bounty lands awarded retroactively for his Black Hawk War service and stood on a Council Bluffs hillside gazing westwards as engineer Grenville M. Dodge explained the glories of a transcontinental railroad. He hardly could have imagined that it would be his signature that sent iron horses charging across the Great Plains, permitted the distribution of millions of acres of land, and aided the foundation of numerous western colleges and universities. Yet, within a year of his Hawkeye State trip, the prosperous Illinois attorney had been remolded into an honest frontiersman whose “rail-splitter” image enabled him to hew a path to the White House.

Western questions permeated Lincoln’s political career, raised him to national prominence, and even shadowed his last official acts before