

ownership with a talent for capitalist enterprise. Located in an isolated area with affordable, rich land where the Society could live in simple, self-sufficient, religious farming communities, the Amana villages were also centers of industrial development. They imported technology and supplies from Germany and exported finished goods to urban markets throughout the United States. Through their astute marketing and communal system of labor specialization, the Amana people preserved sixteenth- and seventeenth-century German material culture in Christmas and Easter traditions, furniture, clock making, basketry, broom making, caning, carpet weaving, woolen textiles, architecture, and gardening. The Amana style also preserved a coherent cultural aesthetic that placed a high spiritual value on individual anonymity for the good of the community.

Albers and Hoehnle assert that the shared values of faith, love, simplicity, and hard work survived over a century-and-a-half even after the transition away from communalism to private property in the Amana Colonies. What is not discussed here, but bears more exploration, is the economic and cultural context that contributed to the Great Change of 1932, when the Amana people separated their enterprises from their church society in favor of private property and stock holdings. In an article in this journal in 2001 explaining the Great Change, Hoehnle did provide insights into the role of religious values in times of economic transition. The people of Amana have some lessons to teach us about sustainable rural communities.

Glimpses of Iowa's Capitol, by Rosa Snyder. Clive: Sycamore Publishing, 2005. 35 pp. Illustrations. \$10.00 paper.

Reviewer Charles T. Goodsell is emeritus professor of public administration at Virginia Tech University. He is the author of *The American Statehouse: Interpreting Democracy's Temples* (2001).

This booklet is an illustrated guide to the Iowa State Capitol. It reproduces a number of attractive color photographs as well as several period prints. The illustrations and text give particular attention to interior decoration, art, and design features, both original and subsequent to original construction. The publication is organized into pairs of facing pages, with individual sets devoted to highlights of the grounds, façade, rotunda, corridors, governor's office, supreme court, legislative chambers, and law library. Past and present quotations inserted at several points add a literary flavor.

Visitors to the building will find this publication an attractive purchase to take home for later perusal. A description of the competition

between two sets of businessmen seeking to donate land for the capitol sheds light on early rivalries between the east and west sides of the Des Moines River. At several points, bulleted items explain provisions of the Iowa Constitution; perhaps this space could have been better used for more discussion of the building itself. The same can be said of a two-page test to identify the content of 14 photographs, although that device does add a light touch. The author does not mention another book on the same subject, *The Iowa Capitol: A Harvest of Design*, by Linda Nelson Johnson and Jerry C. Miller (1989).

Greetings from the Lincoln Highway: America's First Coast-to-Coast Road, by Brian Butko. Mechanicsburg, PA: Stackpole Books, 2005. 288 pp. Illustrations, maps, notes, bibliography, index. \$29.95 cloth.

Reviewer Richard H. Thomas is professor of history emeritus at Cornell College. He is the author of "From Porch to Patio: The Desire for Privacy and the Need for Community" (*Palimpsest*, 1975) and the second volume of the history of Cornell College.

The history of westward expansion is inevitably the story of trails, roads, and railroads. Brian Butko has given us an interesting, heavily illustrated guide to driving the first coast-to-coast auto highway—the Lincoln Highway. The highway is an Iowa historical resource and has left many influences in our history as a "pass through" state on the way west. Others have given us the details of the creation of the route, and we have very early records of men and women who traveled the route, even before its official marking. The author refers to these accounts as we move with him across the nation.

In his narrative we see the many changes in the original plan and the conflicts between the planners (the Lincoln Highway Association) and state and local officials over the specific route. Splendid maps take us across the states, often through the cities, although the planners tried to avoid heavily populated areas. Butko patiently guides us through the maze of western routes where large portions of the original trail are difficult to find or no longer accessible, clarifying all options for the potential traveler. Along the journey, the author points out surviving structures from the commercial development that followed the designation and promotion of the highway. Butko presents the dynamics of attempts to mark the highway and describes the interest many communities and some states had in promoting alterations to the original route.

The details and context provided make this book a good, usable road guide. It incorporates the best of recent scholarship but adds little

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