

THE ANNALS OF IOWA

Buffalo Bill: His Family, Friends, Fame, Failures, and Fortunes, by Nellie Snyder Yost. (Chicago: Swallow Press, Inc., 1979. 510 pp., illustrations, bibliography, notes, index, \$17.50.)

Much of the romance we attach to the frontier West derives from Buffalo Bill, but all the publicity and exaggeration have made his personality elusive. This biography succeeds in cutting through much of the exaggeration and presents rather a new and rich portrait of Buffalo Bill "at home"—Cody the husband, father, neighbor, citizen. This book tells how his relatives and friends in his home town of North Platte, Nebraska saw Bill. This is the best biography since Don Russell's work in 1960—*The Lives and Legends of Buffalo Bill*. Solidly based on years of research, Yost's work will long stand as coming closest to revealing the real Buffalo Bill as opposed to the caricature steeped in legends.

Those Tremendous Mountains: The Story of the Lewis and Clark Expedition, by David Freeman Hawke. (New York: W. W. Norton & Company, 1980. 289 pp., illustrations, bibliography, index, \$12.95.)

The author, a noted biographer of such historic figures as Franklin, Rush, and Paine, presents in this work, not so much a biography of Lewis and Clark (he allows them to speak for themselves), but more a narrative of their famous expedition. Hawke concentrates on the section of the trip across the Rocky Mountains; the remainder of their trip is rather anticlimactic. Some forty-three reproductions grace the work—drawings by Clark, engravings and paintings by Charles Peale and Karl Bodmer. The narrative is lively (typical of Hawke's style) and the quotations from Lewis and Clark's own accounts are smoothly woven into the fabric of the over-all work.

The Cumbres & Toltec Scenic Railroad: The Historic Preservation Study, by Spencer Wilson and Vernon J. Glover. (Albuquerque: The University of New Mexico Press, 1980. 170 pp., illustrations, appendices, index, \$19.95 cloth, \$8.95 paper.)

This book gives a vivid account of one of the few remaining "living railroad museums." The sixty-four miles of track running through the San Juan Mountains between New Mexico and Colorado is the sole remaining link to a bygone age. This narrow-gauge railroad was once significant in the mining, lumber, and livestock industries of these

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