

Nelson also seems determined to identify regional causes for key regional patterns, when other scholars might look more for national (or even international) causes. Developments need not have regional causes in order to contribute to distinctively regional patterns. Nelson's efforts to identify regional causes for the economic crises of the 1970s and 1980s seem unnecessary and even ill-advised, given the prominence of such wider factors as deindustrialization, corporate relocation, and the decline of manufacturing.

Also troubling is Nelson's tendency throughout *Farm and Factory* to concentrate on institutions and organizations to the detriment of the exploration of everyday social life. Consequently, "history" is presented as the evolution of institutions rather than as the transmission of workers' and farmers' experiences from generation to generation, as it is in Shelton Stromquist's *Solidarity and Survival: An Oral History of Iowa Labor in the Twentieth Century* (1993). Indeed, at the level of analysis Nelson has chosen, workers and farmers appear more often as acted upon by historical forces rather than as historical agents acting in their own behalf. Farmer and labor movements also appear to have had less of a long-term impact on this region than we might expect. And social cohesion seems overestimated while social conflict seems underestimated.

While these concerns amount to more than "quibbles," I want to emphasize that they arise only after an appreciation of the value of *Farm and Factory*, and that they pertain more to the author's decisions about what to leave out of his framework than to his construction or application of it. This book will prove to have long-term value for midwestern scholars despite its problems.

Way's Packet Directory, 1848-1994: Passenger Steamboats of the Mississippi River System since the Advent of Photography in Mid-Continent America, compiled by Frederick Way Jr. Revised edition with a new foreword by J. W. Rutter. Athens: Ohio University Press, 1994. xviii, 625 pp. Illustrations, indexes. \$34.95 paper.

Upper Mississippi River Rafting Steamboats, by Edward A. Mueller. Athens: Ohio University Press, 1995. viii, 341 pp. 285 duotones, maps, appendixes, index. \$44.95 cloth.

REVIEWED BY JEROME A. ENZLER, MISSISSIPPI RIVER MUSEUM-DUBUQUE

There is no steamboat listing more valuable than Fred Way's *Packet Directory*, and this revised version, now available in paperback, is a must for any serious river historian. Way's *Directory* identifies virtually all known steam-propelled vessels that carried passengers on the

Mississippi River system from 1848 to 1994, not only the packet boats that carried travelers and freight but excursion vessels as well. Often these boats were converted from older vessels or transformed into newer ones, and the *Directory* also provides a history of these related railroad transfer boats, rafting vessels, lighthouse tenders, and other steamboats.

Way's *Packet Directory* is an outgrowth of a lifetime of steamboat research begun in 1914 when the author was 13. Alphabetically arranged, the *Directory* provides a wealth of steamboat history by its inclusion of fascinating details. The browser can immediately find out which *Dubuque* was a sidewheeler and which a sternwheeler, the engine size and gross tonnage of the *Jeannie Deans* (on which "a snag speared through the decks, bent a copper steam line upward into a stateroom where a man was pinned in his berth"), and that the wooden-hulled *Phantom* exploded her boilers on September 15, 1869, fourteen miles above Paducah while reportedly racing the *Clara Scott*.

This revised *Directory* contains nearly six thousand entries, improving on the 1983 edition by adding forty-eight additional vessels, expanding thirty entries with new information, making corrections to a handful of other listings, and replacing several woodcuts and engravings with photographs. The 109-page index, which lists captains, engineers, clerks, companies, and other valuable entries, makes the book an irreplaceable river research tool and a valuable reference work for all historians of the Midwest.

Upper Mississippi River Rafting Steamboats provides a directory and history of another form of vessel, the rafters that pushed and steered logs and lumber down the upper Mississippi from the 1830s to 1915. Much of the narrative is transcribed from Harry G. Dyer's handwritten papers at the State Historical Society of Wisconsin, including Dyer's history of rafting, a brief biography of associate raft pilot George Winans, and Dyer's log from 1881 to 1902, which he kept while serving on numerous rafting boats.

A voluminous photo section includes portrait views of rafting captains, a series of interesting action photographs of assembling, scaling, sorting, and rafting the logs, and many side and three-quarter views of the rafting steamboats, all with informative captions by the author.

Perhaps the most valuable section is the listing of some 235 rafting steamboats in the same rich detail that Way provided for packet boats. *Rafting Steamboats* also provides lists of raft pilots, masters, engineers, and mates from Walter Blair's *A Raft Pilot's Log*. Dyer's lists of ferries, bridges, and station bills (or duties) for upper Mississippi rafters is also valuable.

While not as exhaustive or comprehensive as *Way's Directory*, Mueller's *Upper Mississippi River Rafting Steamboats* is a valuable reference work for Iowa and upper Mississippi River history that will serve both river and general historians well.

Cultures in Conflict: A Documentary History of the Mormon War in Illinois, by John E. Hallwas and Roger D. Launius. Logan: Utah State University Press, 1995. x, 369 pp. Illustrations, map, notes, bibliographical note, index. \$37.95 cloth.

REVIEWED BY ALMA R. BLAIR, GRACELAND COLLEGE

The story of the Latter-day Saints at Nauvoo, Illinois, has long fascinated Americans and has had special interest for Iowans, especially in 1996 as the sesquicentennial of Iowa's statehood corresponds with that of the Mormon migration westward across Iowa. In *Cultures in Conflict*, Hallwas and Launius have given one of the too few serious interpretations of the events in Nauvoo from 1839 to 1846 that led to the "Mormon Trek." They have collected almost one hundred hard-edged documents and given a biting interpretation that may take away some of the fun of the celebration, but that serves historical understanding well.

The choice of documents will be controversial because anti-Mormon views, often ignored, are well represented. Many of the documents have never been printed, and others have been hard to locate. Each section of documents is preceded by essays that explain their setting and source and give the authors' interpretation of the significance and historical impact of the documents. The intent is to illustrate what Mormons and non-Mormons were thinking as they responded to each other and thereby gain an understanding of the underlying tensions leading to the murder of Joseph Smith and the expulsion of the Latter-day Saints from Nauvoo.

The book covers six broad areas—none of them new in themselves, but the documents give each an immediacy and power. The first area of focus is on Nauvoo's rapid growth, its unusual religious motivation, and the character of Joseph Smith. Part two emphasizes local charges against the Mormons, including thievery, which have often been glossed over, and the Saints' mixing of political power and religion, a practice that antagonized the republican-minded non-Mormons. The third section is devoted to polygamy in Nauvoo and the growth of a dissenting movement in the church. Smith's destruction of the dissenters' paper, *The Nauvoo Expositor*, gave opponents in and out of the church an opportunity to destroy him. Part four recounts the events surrounding the murder of Joseph Smith and his

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