

they are knotted together in her textual weaving: her Catholic upbringing and childhood devotion to Mary the mother of Christ, contemporary social treatment of single mothers, and her reading of *The Scarlet Letter*, for example. Bunkers the teacher of literature and autobiography is evident in her work; her students are fortunate to work with someone as adept and firmly based in the genre as she.

In Search of Susanna also has merit as a multigenerational weaving of women's lives and experiences. Bunkers's self-awareness is that of a contemporary American feminist. But her process of self-discovery leads her beyond what might have been a narrow view of her material. It enables her, finally, through her exploration of Susanna Simmerl's life, to accept the reality and the validity of other women's views and actions, both in the past and, by implication, in the future. Bunkers's earnestness and honesty compel her to show us, with all its warts and complexities, the self who creates the self, and who is altered in the process of self-creation.

The Lincoln Highway, volume 1, *Iowa*, by Gregory M. Franzwa. Tucson: Patrice Press, 1995. xi, 185 pp. Maps, photographs, index. \$34.50 cloth.

REVIEWED BY LEO LANDIS, HENRY FORD MUSEUM & GREENFIELD VILLAGE

Iowans did not immediately embrace the automobile. The combination of vehicle cost, resistance to new technology, and poor highways deterred most Americans from automobile use. In response to the inferior quality of Iowa roads, newspaper editors, state officials, and private citizens promoted improved highways for automobile transportation. Gregory Franzwa, a writer with a lifetime interest in transportation history, examines the development of the Lincoln Highway in Iowa and compiles a guide for this historic roadway. Franzwa, who hopes to complete a twelve-volume series on the Lincoln Highway in America, chronicles the east-to-west progress of the highway across the state. Through the narrative, photographs, and illustrations, Franzwa creates a portrait of Old Highway 30 as it was at its creation and is today.

Franzwa's technique is engaging and interesting. The work is devoted entirely to the Lincoln Highway and serves as a useful field guide to the meandering, and now disappearing, historic road. The Lincoln Highway passed through Clinton, Cedar, Linn, Benton, Tama, Marshall, Story, Boone, Greene, Carroll, Crawford, Harrison, and Pottawattamie Counties. The county-by-county examination is a sensible, if formulaic technique. Contemporary and historic accounts of Lincoln Highway history provide context and color in the work.

Franzwa introduces the reader to the highway through the 1908 trip of Alice Ramsey, who became the first woman to drive across the United States. Ramsey encountered problems that many motorists experienced on Iowa roads. City roads posed little difficulty, but outside of town many highways received little attention. Ramsey managed to reach Mechanicsville, but when a thunderstorm soaked the road, she sought protection in a livery stable. Eventually she called for an escort to ensure her arrival to Cedar Rapids.

The work combines anecdotes from a variety of time periods. The Greene County chapter includes discussions of World War I casualty Merle Hay of Glidden, the 1919 Army Caravan, and the recent destruction of the Lincoln Highway. Franzwa includes most landmarks on the road. In 1918 Edward Killian, a Cedar Rapids entrepreneur, promised to support the paving of a one-mile stretch of the road, "a seedling mile," to promote the highest standard in highway surfaces and gain public support for improved roads. Killian, in conjunction with the Lincoln Highway Association, offered three thousand barrels of portland cement concrete to pave a mile of the Lincoln Highway between Mount Vernon and Cedar Rapids. That stretch of road was the only seedling mile in Iowa.

The Lincoln Highway: Iowa is an excellent field guide to Old Highway 30. The maps are clear and useful. The user ought to follow Franzwa's advice and bring a companion to navigate as the road is traveled. The work is indexed, but does not include notes or a bibliography. The photographs complement the text and blend many images of the Lincoln Highway. Franzwa draws heavily from the old Lincoln Highway Association Collection at the University of Michigan Library; the photographs from that collection are unparalleled. If the work is an occasional advertisement for the current Lincoln Highway Association or other commercial interests, Franzwa can be forgiven. He served as the first president of the Lincoln Highway Association, and remains active in the preservation of the road. As a history, the work is a survey and subject to occasional gaps. Franzwa sometimes neglects broader transportation history. An introductory chapter contributing background on the history of the highway would allow the reader to gain a basic understanding of transportation issues. Franzwa cannot be overly faulted for these omissions. Earlier articles, such as those by George May and Rodney Davis, and monographs, especially Bruce Seeley's *Building the Modern Highway System*, confront these issues, and Franzwa need not duplicate these works. Overall, *The Lincoln Highway: Iowa* is a valuable contribution to Iowa transportation history, and offers an enjoyable trip through Iowa.

Copyright of Annals of Iowa is the property of State of Iowa, by & through the State Historical Society of Iowa and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. However, users may print, download, or email articles for individual use.