

unpublished materials from the regiment's records in the National Archives were included. Also a complete roster of enlisted men and officers appears on pages 67-98.

The Thirteenth Indiana was very active although its term of service was of shorter duration than the older Indiana cavalry regiments. The book will be a valuable addition to Indiana Civil War collections since it brings together a complete record of the unit's service and personnel.

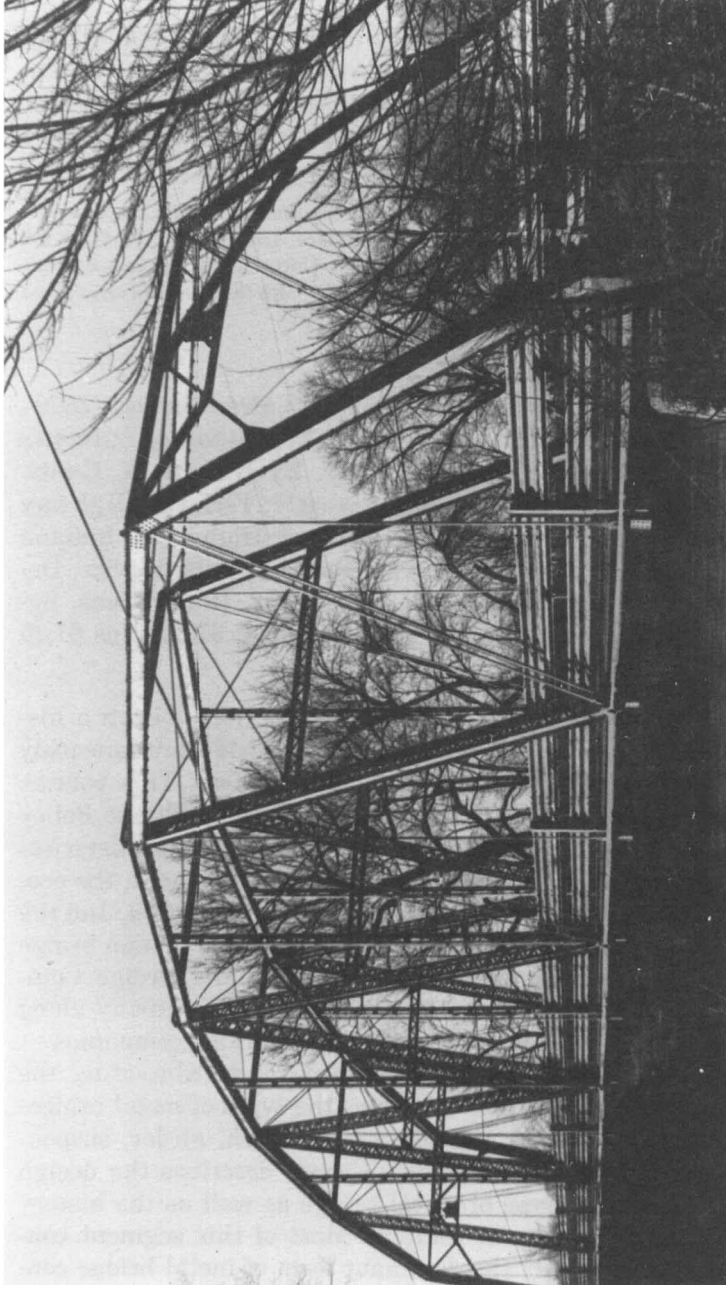
JOHN W. ROWELL retired as corporate historian of Cummins Engine Company, Columbus, Indiana, in 1982. He is the author of *Yankee Artillerymen: Through the Civil War with Eli Lilly's Indiana Battery* (Knoxville: University of Tennessee Press, 1975) and *Yankee Cavalrymen: Through the Civil War with the Ninth Pennsylvania Cavalry* (Knoxville: University of Tennessee Press, 1971).

*Iron Monuments to Distant Posterity: Indiana's Metal Bridges, 1870-1930.* By James L. Cooper. With *An Evaluation of Indiana's Metal Bridges as Cultural Resources.* By Richard A. Gantz. (N.p.: Depauw University, Greencastle; Federal Highway Administration; Indiana Department of Highways; Indiana Department of Natural Resources; National Park Service, Department of the Interior, 1987. Pp. vii, 212. Illustrations, figures, inventory of bridges, notes. Paperbound, \$7.50, plus \$1.25 postage.)

In 1987 James L. Cooper of Depauw University began a history of Indiana's bridges and bridge builders while simultaneously preparing an inventory of the surviving structures. This volume summarizes the results of his labors. In Part One, "Public Policy and Private Initiative" (pp. 1-40), Cooper presents a historical overview of the role of bridges in the state's development, the economic and political issues embodied in bridge construction, and the history of Indiana's metal bridge fabricators. The section on bridge builders includes lengthy treatment of the Indiana Bridge Company and the Gary plant of the American Bridge Company along with capsule histories of eleven other Hoosier bridge companies.

The second major segment, "Designing and Fabricating the Hoosier Heritage" (pp. 41-109), delineates the types of metal bridges surviving within the state, including truss, arch, girder, suspension, cantilever, and movable spans. Cooper describes the design characteristics of each type of metal bridge as well as the history of each metal bridge type in Indiana. Most of this segment concerns truss bridges, easily the dominant form of metal bridge construction.

Part Three, "An Inventory of Metal Spans" (pp. 110-201), consists of capsule listings of 1,700 surviving metal bridges built before 1930. The listings are arranged by county and include the following information: the bridge number assigned by the state or



**KIDNER BRIDGE OVER THE MISSISSINAWA RIVER IN GRANT COUNTY  
CONSTRUCTED BY THE INDIANA BRIDGE COMPANY OF MUNCIE IN 1899**

Photograph by James L. Cooper.

county; the bridge name, the facility carried, and the feature spanned; the number of spans, the bridge type, the builder, and the date built; unusual features; and a historical assessment or rating. Numerous photographs included in this segment mitigate the boredom inherent in a list of this sort.

Richard A. Gantz of the Indiana Division of Historic Preservation and Archaeology wrote the last segment, "An Evaluation of Indiana's Metal Bridges as Cultural Resources" (pp. 202-209). He outlines the bridge preservation program which grew out of the statewide bridge inventory, including a numerical rating system developed to assess the historical significance of the surviving bridges. However, the relationship between the numerical rating system and the categorical assessment assigned to each bridge in the inventory is not explained. Bridge enthusiasts would also like to know the fate of the timber, stone, and concrete bridges presumably included in the statewide bridge inventory but not discussed in this volume.

This book would be a more useful reference tool if it had a map of Indiana, showing counties and major rivers. An index is sorely needed as well. This reviewer looked in vain for summary tables—arranged by type, age, length, and fabricator—of the 1,700 bridges inventoried. These caveats aside, this study is an important contribution to the history of metal bridge design and construction in Indiana and in the Great Lakes region.

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*Letters from Honeyhill: A Woman's View of Homesteading, 1914-1931.* By Cecilia Hennel Hendricks; compiled and edited by Cecilia Hendricks Wahl. (Boulder, Colo.: Pruett Publishing Company, 1986. Pp. ix, 704. Illustrations, index. \$22.95.)

When a young woman writes letters to her family at the rate of one or two a day for several years and asks that these intimate letters be saved in manila folders, one might suspect that the writer was extraordinarily devoted to her relatives or that she hoped that the letters might someday compose a book. In the case of Cecilia Hennel Hendricks both suppositions are true. In *Letters From Honey Hill: A Woman's View of Homesteading*, Hendricks reveals that she is a devoted daughter but that she also has writing aspirations. Hendricks would be pleased with this book, a compilation of her letters ably put together by her daughter, Cecilia Hendricks Wahl.

A well-educated woman, Cecilia Hennel Hendricks left her home in Bloomington and her Indiana teaching career to become an efficient homesteader, wife, and mother. In later years she returned to Indiana to teach, eventually becoming a distinguished