

trinal dispute, they are less about Quakerism than they are about western pioneering—a point Foster, as editor, fails to develop. Conspicuously missing from her bibliography is R. Douglas Hurt's illuminating work *The Ohio Frontier*, which would have provided a broader context for the story of agricultural development during westward expansion. Also absent is the fundamental connection to the increasingly rich historiography of rural women. Still, *American Grit* is a must-read for nineteenth-century scholars and those generally interested in the history of the Midwest.

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Ohio is My Dwelling Place
Schoolgirl Embroideries, 1800–1850
 By Sue Studebaker

(Athens: Ohio University Press, 2002. Pp. xxvi, 310.
 Maps, illustrations, [appendices], notes, bibliography, index.
 Clothbound, \$70.00; paperbound, \$34.95.)

For much of the nation's past, needlework has been an integral part of women's lives. Women used needlework as a way to tell stories, to highlight what was important to them, and to reveal their aesthetic sensibilities and technical prowess. Samplers, a particularly popular form of needlework during the early nineteenth century, are the focus of *Ohio is My Dwelling Place*. Like all documents, samplers can be looked at in many different ways. On a visual level they can be appreciated for their use of color, design, skill, and composition. As heirlooms, they are treasures valued for family ties, for a link to the

past, and for their relative scarcity. As social documents, samplers provide information on opportunities available to young women and on the wider cultural environment at a particular point in time. Sue Studebaker, a needlework connoisseur and researcher, provides a peek into the needlework creations of Ohio's young pioneer women.

This study of samplers in early nineteenth-century Ohio is the result of what has become familiar in the quilt world, a statewide documentation project. Studebaker and a number of other enthusiasts uncovered samplers, researched young needleworkers and

their educational backgrounds, and then placed the needlework and the young stitchers within the settlement patterns of Ohio. The project has documented more than three hundred samplers. Because of this effort, we know more about the nature of needlework in Ohio and the importance of the needle arts in the education of young women. Such a statewide quilt documentation project, once underway, triggers interest in the traditions of other states; each project therefore helps shape the structure of nascent efforts in other places.

The study begins with a general discussion of the territorial and early statehood history of Ohio, paying particular attention to migration patterns. Next, Studebaker builds on the work of other needlework scholars and discusses the importance of needlework in the education of young women, as well as touching briefly on the role that the samplers they produced played in their lives. She concludes this brief introductory section with a consideration of what makes a sampler an "Ohio" sampler.

Studebaker divides Ohio into three sampler regions—southern, central, and northern Ohio—and within each section explores sampler production county by county. After a brief introduction to the county, selected young women and their samplers are discussed. Attention is paid to their families, their education, and their needlework. Crisp color and black-and-white photographs provide an opportunity to examine the samplers. The text offers

an explanation of the motifs and influences of each selection and details the family and educational environment of the needleworkers. The volume concludes with a listing of all documented samplers and a chart of those schools and teachers identified over the course of the project.

While this study is one of the first to bring the systematic examination of samplers from its previous focus on the east coast to the Midwest, and while it communicates enthusiasm for the possibilities of statewide sampler documentation, it falls short of the more sophisticated quilt-documentation projects. The best of the publications resulting from these projects clearly indicate the multiple goals involved in the documentation effort. These include an interest in encouraging greater appreciation of quilts as folk art, the collection of information on quilters and quilts, the establishment of a repository for material gathered during the life of the project, and the promotion of quilt conservation and preservation. If such goals existed for this sampler project, no mention is made of their existence. Without an identified repository for the information generated during the project, the book serves as the only, and hence, limited record of what the research efforts uncovered. Finally, this volume fails to place its educational information within the context of larger discussions of frontier and antebellum education history. This contextual vacuum significantly weakens the study's overall authority.

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Lake Michigan Passenger Steamers

By George W. Hilton

(Stanford, Cal.: Stanford University Press, 2002. Pp. xii, 364.
Maps, notes, illustrations, tables, appendices, index. \$75.00.)

With this book George W. Hilton has created another detailed analysis of a portion of the history and technology of the Great Lakes transportation industry. One of his earliest books, *The Great Lakes Car Ferries* (1962), took a detailed look at every aspect of that service, and is today recognized as the definitive work on the subject. In the same vein, he wrote *The Night Boat* (1968), about overnight passenger steamer service. *Lake Michigan Passenger Steamers* provides a close look at the boats that for a century provided passenger and package-freight service across the lake. Hilton notes in the present work that the first letter he received after the car-ferry book appeared was from Edward N. Middleton. This is perhaps fitting, since over the two decades that Middleton worked in maritime history it was his dream to see published a book on Lake Michigan passenger steamers.

This book provides far more detail than the title might indicate. The first part treats the industry as a whole, looking at the geography, the boats themselves, the demands for service, and changing transportation technol-

ogy. The second part looks at the individual companies that provided passenger service on Lake Michigan. (It should be noted that this book is dedicated to firms that provided service primarily on Lake Michigan; lines that provided service throughout the Great Lakes are mentioned only peripherally.) The book is profusely illustrated with pictures and drawings covering the entire era of passenger service.

Captain Albert E. Goodrich established the largest and longest-lived of the Lake Michigan passenger lines, the Goodrich Transit Company, which operated from 1856 until it failed during the Great Depression. He chartered his first boat, the *Huron*, for service between Chicago and Milwaukee. As his firm expanded it provided service to virtually every port on the lake. By the turn of the century, the firm provided scheduled service to nine major ports, with a like number of vessels including the only "whaleback" passenger steamer *Christopher Columbus*. Throughout its history, the firm proudly claimed to have never employed a captain who had lost a boat. (Any who did no longer worked for the company.)