

pavement" of the National Road, the right-of-way that William Blane had described as "full of holes and large pieces of rocks" only three years earlier (p. 113). Indeed, advancements in transportation would culminate in the railroads which—despite their own early difficulties—were much faster than the stagecoaches, keelboats, and flatboats that carried emigrants at the beginning of the century. More broadly, Garavaglia's sources paint a portrait of early nineteenth-century American life, as travelers routinely commented on costs, scenery, and fellow travelers in an attempt to gauge regional or national character.

For the most part, the book lacks an overriding argument. But this is not a shortcoming: Garavaglia's research has uncovered the trials and tribulations of early travel as well as its many triumphs, thus suggesting

that the complexity of traveler experiences cannot easily be subsumed under a single interpretive umbrella. As an overview of the broad changes in American transportation in the early nineteenth century, *To the Wide Missouri* offers an accessible addition to the history of an often inconvenient—yet nonetheless crucial—process in the settlement of the American West.

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Are We There Yet?

The Golden Age of American Family Vacations

By Susan Sessions Rugh

(Lawrence: University Press of Kansas, 2008. Pp. xii, 240. Illustrations, notes, bibliography, index. \$29.95.)

In *Are We There Yet?*, Susan Sessions Rugh adds a fresh chapter to the growing body of literature on travel and tourism. In a field dominated by studies of adults, Rugh's work stands out with its focus on American families with children: "I have purposefully limited my study to exclude travel by families without children," she

writes, because as anyone who has traveled with children knows, "taking children along alters the travel experience of the family vacation" (p. 12). Rugh admits that she limited her study largely to heterosexual, white, middle-class and working-class families with children who traveled during the "golden age" of family

vacations (1943 to 1979). But her segments on how African American and Jewish families were excluded from sharing in the mainstream experience strengthens her point as to the pervasiveness and general acceptance of a single image of the typical American family travel experience.

Rugh suggests that the vacations and vacationers she studies share four broad characteristics: (1) they traveled by car; (2) all members of the family traveled together; (3) the vacation itself became a public symbol of economic and social status; and (4) parents considered the trip a way to cultivate in their children "a sense of civic identity and attachment to American history" (p.13). In each chapter, she weaves these four generalizations together with a discussion of the growing power of mass consumerism, racial and ethnic segregation in the travel industry, civic nationalism, and the changing role of women as part of the traveling and vacationing public. Somewhat underdeveloped is an explanation of the importance of the baby boom in creating a huge, even-aged, and largely uniform population able to afford, and thereby fuel an expanding market for the mass-produced consumer products and services described in the book.

Rugh is playfully autobiographical as she weaves her own experiences and points of view into the text, comparing and contrasting her family vacations and observations of her familial relationships to those of the

families she studies. The very real sense in which she "belongs" to this research softens her occasional questionable bold assertions. For example, Rugh writes that during the Cold War and its "heightened international insecurity and fear of communism, Rand McNally maps and guides shaped Americans' notions of national identity" (p. 43). It may well be that these maps made travel easier, that families placed increased value on visiting the nation's historic sites, and that travel to such sites instilled a sense of patriotism in children and parents alike. However, it is probably impossible to measure objectively the actual impact of Rand McNally's maps on Americans' sense of national security and identity.

Rugh tells her readers that "this book aims to contribute to the revival of family history as a field by linking the family as a social institution to broader historical change in the post-war period" (p. 6). Although a bit repetitive at times, her first three chapters show the interconnectedness of the main themes and reinforce the idea that the family vacation was a multi-faceted, pervasive, and highly marketable force in American society. The book's remaining three chapters look specifically at three broad categories of tourist destinations. In "Western Adventure," Rugh incorporates into a single chapter both the Cowboy West (with its dude ranches and wide-open spaces) and the West Coast (with Disneyland and sandy beaches) by focusing unwaveringly

on the act of traveling with children rather than on the destination itself. A chapter entitled "Back to Nature" is divided into subsections on camping generally, and Yellowstone and Shenandoah National Parks specifically. "Summer in the Country" provides a rare and thought-provoking glimpse into the contribution of small, out-of-the-way, family-owned resorts and the role of racial discrimination in the history of American tourism.

Rugh concludes by bringing family vacations into the present, suggesting that a sea-change has occurred with the broadening definition of

what constitutes a typical American family, with anti-segregation laws, and with the introduction of cell phones, vacation blogs, and in-car video games and movies. This well-documented and well-written book should inspire scholars to investigate these new dimensions of the American family vacation.

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Wreck of the Carl D.

A True Story of Loss, Survival, and Rescue at Sea

By Michael Schumacher

(Bloomington: Indiana University Press, 2010. Pp. [xviii], 245. Maps, illustrations, appendix, bibliography, index. Paperbound, \$19.95.)

This book joins a large number of popular Great Lakes shipwreck books. However, Michael Schumacher has written an exceptional book on the subject, carefully omitting the hype, mystery, and artificial drama so popular in the shipwreck media of today. He readily proves the point that an accurate story can be far more interesting and dramatic than fictionalized accounts.

The steamer *Carl D. Bradley* was built in 1926 as the flagship of United States Steel's Michigan Limestone Division, commonly known as the Bradley fleet. It was built to service

new contracts to deliver limestone from Rogers City, Michigan, to Gary, Indiana. At 623 feet long with a beam of 65 feet, it was the largest vessel in the Great Lakes fleet when built. It was designed as a self-unloader—i.e., with conveyors aboard to unload the cargo and place it ashore over 150 feet from the vessel. In service for 32 years in 1958, the *Bradley* was a young vessel, in its prime by Great Lakes standards—by comparison, one vessel operating today has seen 105 years of continuous service.

As daylight waned on November 18, 1958, the *Bradley* made its way