

two published essays to date that have discussed more than one of Stoddard's short stories.²¹ In contrast to Opfermann and Roth's discussion these two essays focus exclusively on stories from *Harper's New Monthly* (with the single exception of "My Own Story" from the *Atlantic Monthly*, which Timothy Morris includes in his discussion). In itself, the fact that the stories were published in *Harper's New Monthly* implies some limitations on subject and plot since, as the editors of *Stories* point out, the Harper brothers preferred a certain type of story for their periodicals: "love stories that end happily in marriage" (xxv). Opfermann and Roth state that "Stoddard consistently fulfilled the formulaic requirements of the typical romance, but she also expanded its range with variations of her own in terms of both plot and narrative strategy" (xxv). One variant in the collection is the "delayed happy ending," which Stoddard used to show "what it takes to build an egalitarian relationship" (xxv).

In addition to competently introducing and discussing the short stories in the collection, the introduction to *Stories* presents and contextualizes Stoddard's life and career in a knowledgeable and dynamic way. New readers of Stoddard are provided with a nuanced introduction to this fascinating author's life and work, and the relation between her writings and other authors and literary schools and contexts. Like me, Stoddard scholars may find nuggets of valuable new information: the inscription on her grave, the information that Elizabeth B. Leonard is most likely not a pseudonym for Elizabeth Stoddard, etc. In other words, it is a pleasure to recommend this significant, aesthetically pleasing and affordable volume to prospective and old admirers of a unique voice in American literature.

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Cornelis A. van Minnen & Sylvia Hilton, eds., *Nation on the Move: Mobility in U.S. History* (Amsterdam: VU University Press, 2002); 184 pages; ISBN 90 5383 839 2, £23.00; £29.50 paper.

Social or geographic mobility invokes strong ramifications in American history. Arguably, mobility, the abstract idea and actual reality, constitutes one of the most important and complex forces in the American experience reflecting ideological connotations of individual freedom and social equality so imbedded in American national conscience and mythology. Public notions that champion the freedom of movement as a mythic embodiment of the American psyche should be countered with scholarship of the harsh and complex realities of mobility. Slavery, conquest of Native

21. Timothy Morris, "Elizabeth Stoddard: An Examination of Her Work as Pivot Between Exploratory Fiction and the Modern Short Story," *American Women Short Story Writers: A Collection of Critical Essays*, Julie Brown, ed. (New York, NY: Garland, 1995), 33-44; Jaime Osterman Alves, "Home Coming and Home Leaving: Interrogations of Domesticity in Elizabeth Stoddard's *Harper's Fiction*, 1859-1891," *American Culture, Canons, and the Case of Elizabeth Stoddard*, Robert McClure Smith and Ellen Weinauer, eds. (Tuscaloosa, AL: University of Alabama Press, 2003), 149-79.

Americans, segregation, all kinds of legal restrictions (for example in housing) based on race or ethnicity, social and institutional prejudice, and inner city as well as rural poverty all undermine the triumph of movement in American history. In reality, mobility in United States is riddled with contradictions, and often, sad realities.

Nation on the Move consists of ten essays from different international scholars and an introduction by the editors Cornelis A. van Minnen and Sylvia L. Hilton. Hilton and van Minnen stress the importance of mobility in American history and historiography by pointing out that questions regarding socio-cultural and geographical mobility are one of the four most important set of questions asked by modern social historians in America. The essays in *Nation on the Move* deal with questions and frameworks of spatial and socio-economic mobility in United States history with multifaceted methodological approaches and a wide-ranging selection of topics that aim to comprehend and unravel the deeper meanings and functions imbedded in their subject areas while rejecting any simple explanations or grand narratives. The essays have generally applied research frameworks that work with both individual agency and more elaborate cultural and social contexts through a balanced approach. The outcome is a useful collection of insightful individual essays that both widen and deepen the historical understandings of mobility, bringing clarity and subtlety to the analysis of its complex realities.

The ten essays included in this volume were originally presented at the Roosevelt Study Center's Fifth Middelburg Conference of European Historians of the United States on 18-20 April 2001 in the Netherlands. With a timeframe spanning from the late colonial period to the present era, the essays deal with turnover of overseers on plantations in colonial Virginia, observations of a British diplomat regarding American mobility during the 1820s, working class mobility during the Civil War era, and mobility's relation, especially in the form of squatter expansionism, to westward expansion. The articles also discuss images of mobility in the California gold rush by examining photographic evidence, and through an analysis of a travel narrative. In addition, there is Zbigniew Mazur's well-written and analytical essay on access to travel and freedom of movement in the late-eighteenth-century Chesapeake region. This piece is a good example of strong scholarship. Mazur discovers that travel was embedded with a myriad of cultural meanings and valued chiefly as an embodiment of personal freedom, although holding some collective significance as well. Travel was an important aspect of the social and cultural landscape in Chesapeake. An informative piece by Giovanni Fabbi studies the different factors motivating black migration during World War I from South Carolina to northern cities and army camps. One of the most interesting contributions in this collection is by Melvyn Stokes, who discusses government attempts to regulate mobility on the basis of racial and sexual morality. Restricting the selling of pornographic material through mail, interstate transport of women for immoral purposes, and interstate circulation of prize-fight films, where half naked black men beat their white opponents, form the contents of the late-nineteenth and early-twentieth-century legislation that Stokes analyses.

Probably the most wide-ranging essay in this collection is the balanced piece by Ole O. Moen that explores the dreams and realities that have been associated with mobility throughout American history. Moen discusses how notions of mobility have been intimately associated with concepts of democracy, freedom, and egalitarianism, and how mobility was at the heart of westward expansion, immigration, and modern automobile-driven high tech life. In a way, mobility has provided people an escape from the harshness of their everyday life, promising an infinity of second changes. Mobility's impact, however, has at times been more of a myth and make-believe than anything real or concrete.

The topical diversity of the essays in this work reflects the wide range of historical experiences that can be included within the framework of mobility. Still, this work is by no means a comprehensive treatise of mobility in American history. Instead, these essays offer a selection to the different methodological approaches that can be applied to studying mobility. Through a myriad of sources, ranging from legislation documents and photographs to personal writings and a labor union journal, the essays in the *Nation on the Move* approach mobility in American history from very diverse and dynamic perspectives. By discussing different ideological, economic, social, political, and cultural implications of socio-cultural and geographical mobility these essays provide a range of viewpoints that dwell upon the wide frameworks and questions of mobility providing insightful, convincing, and complex historical explanations. Also, these essays recognize that the two notions of mobility, social and socio-economic, have been intimately intertwined in American history. Understanding this connectedness is essential for successful discussion of the impact and implications of mobility, as it is for doing meaningful research on the subject.

Overall, *Nation on the Move* is a useful and interesting collection of essays that unravels and deconstructs the complexity involved in mobility through United States history. Still, as a whole the essays appear rather fragmented. The pieces, although discussing a wide range of topics, do not add up to a cohesive and comprehensive whole that would in any way provide a definite analysis or understanding of mobility throughout American history. However, this is not the standard this work should be judged upon. As a collection that reflects different methodological approaches through good quality individual essays *Nation on the Move* does have its merits. Thoroughly researched and generally well-written essays that have applied a wide-ranging source base provide meaningful insights to the world of social and spatial movement in America. Hilton and Van Minnen's edition will prove interesting for professional scholars as well as to the general public interested in unraveling the complex realities of mobility in American history. This work is a useful introduction to the world of mobility and American history, promoting interest in this wide and dynamic field of research.