

of Kansas, 2021. xviii, 270 pp. Cloth, \$70.00. Paper, \$30.00.)

Nicole Perry's engrossing book tells the story of the Kansas State Industrial Farm for Women (KSIFW), focusing on women who lobbied for it, worked there, and were interned there. Originally envisioned as a place to "reform" wayward girls, the KSIFW almost immediately filled with women diagnosed with venereal disease. The reason: Chapter 205, Kansas's version of the "American Plan," laws passed in every state during World War I to protect soldiers from venereal disease, applied in Kansas almost exclusively to women. Perry shows the unintended consequences of wartime measures that became permanent, the pernicious effects of the sexual double standard, and the challenges of an institution performing both penal and medical functions.

Perry's first two chapters are chronological, covering the establishment of the KSIFW and its functioning during the interwar period. The conclusion describes changes during and after World War II as penicillin enabled effective treatments. The intervening four chapters focus on the groups of women who interacted with the KSIFW. Perry's overarching argument is that at the KSIFW, social boundaries were embodied and remade, and each group of women participated in this process by engaging with "respectability," which she uses as a "shorthand for multiple social hierarchies" (p. 7). Perry's case that the middle-class and elite women who founded the KSIFW were facing a "crisis in respectability" as they tried to cement a post-suffrage public role is not entirely convincing (p. 9). But she demonstrates clearly that the professional women who ran the institution and the mostly working-class women interned there mobilized a nuanced understanding of respectability to claim positions of authority (in the case of the staff) or to frame narratives of their arrests and deviance to their advantage (in the case of inmates).

Most interesting and disturbing are the stories of inmates whose lives were disrupted by indefinite "quarantine." Through an insightful analysis of intake interviews, Perry shows how inmates' paths to the KSIFW varied but were uniformly shaped by growing cultural concerns about women's sexuality. Some wom-

en were committed by doctors for treatment, others were sent after jealous husbands reported them, and some were simply in the wrong place at the wrong time. Despite the challenges of reading inmates' stories through the lens of the officials recording them, these interviews are an invaluable glimpse into working-class women's lives in predominantly rural areas.

Perry usefully situates the KSIFW within the national movement for women's reformatories and shows how it largely mirrored the national story. It would be helpful to have more context about the social, economic, and political landscape of Kansas in the interwar period. There are also some opportunities to delve deeper into particular issues, such as how the institution's matrons—some of whom were former inmates—built narratives of respectability to reach these positions. The book would also benefit from a more sustained engagement with how respectability intersected with race in this overwhelmingly white state. Still, the book offers a wealth of fascinating evidence, and the story of the KSIFW remains compelling, particularly as an ongoing pandemic forces us daily to balance individual freedoms and public safety.

Anna L. Krome-Lukens

*University of North Carolina at Chapel Hill
Chapel Hill, North Carolina*

doi: 10.1093/jahist/jaac414

Bound by Steel and Stone: The Colorado-Kansas Railway and the Frontier of Enterprise in Colorado, 1890–1960. By J. Bradford Bowers. (Boulder: University Press of Colorado, 2021. xx, 285 pp. Cloth, \$41.00. Paper, \$32.95.)

The Colorado-Kansas Railway was intended to be a three-hundred-plus-mile electric interurban railway between Cañon City, Colorado, and Garden City, Kansas. As actually built, the steam-powered line merely stretched twenty-five miles from Pueblo to Stone City, Colorado. In *Bound by Steel and Stone*, J. Bradford Bowers uses the railway as a focal point for analyzing southeastern Colorado economic development. "Like many shortline railroads, the Colorado-Kansas Railway functioned as the meeting place between an extractive region and the rest of the nation" (p. 205).

Boosters and reformers in the early 1900s Progressive Era hoped to connect Pueblo, a trading-post town and budding industrial center in the Arkansas River valley, to western Kansas and points beyond. After finally opening in 1912, the Colorado-Kansas Railway never made big profits, but it did aid the regional economy. In one of the more successful local ventures, Turkey Creek stone clad buildings in cities such as Denver; Bartlesville, Oklahoma; and Lawrence and Wichita, Kansas. Meanwhile, clay deposits interspersed among the sandstone outcroppings produced firebricks for lining steel-mill furnaces and naval ship boilers. Less successful ventures included irrigated apple orchards and the Baker Steam Motor Car factory, which briefly made automobiles circa 1918. Through railroad investment and related enterprises, Pueblo developed connections to places outside Colorado, including Illinois, Iowa, Kansas, Oklahoma, and Texas.

Eighteen brief chapters are divided into four parts focused on the railway business and related economic activity. Bowers invokes the historian William Cronon when illustrating the ways that rails, however tenuously, plugged southeastern Colorado into the greater American West. He invokes Richard White when contrasting the Colorado-Kansas Railway with the bigger, and notoriously corrupt, transcontinentals. Part 4 focuses on the businesswoman Irma MacDaniel, who ran the railroad from the 1930s until its demise in the 1950s. MacDaniel represents the important economic role women played in sparsely populated areas of the West. Ultimately, postwar trucking helped spell the railway's doom, and the federal government became a major force in the region in the 1960s, when an expanded Fort Carson took over lands once served by the rails.

Bound by Steel and Stone is based on extensive primary research in dozens of early 1900s newspapers and periodicals, plus archival collections in Colorado repositories and the National Archives. Nearly eighty photographs and maps add significantly to the volume. The author makes a few questionable choices, such as comparing Irma MacDaniel to Dagny Taggart, protagonist of Ayn Rand's novel *Atlas Shrugged* (1957), and calling the Colorado-Kansas Railway "the Little Railroad That Could" (p. 15).

Regardless, Bowers, who teaches at Pueblo Community College, has produced a valuable study of infrastructure and economic development in southeastern Colorado. The book, which occasionally gets bogged down in detail, will be useful primarily to historians of Pueblo and the surrounding region.

Brian M. Ingrassia
West Texas A&M University
Canyon, Texas

doi: 10.1093/jahist/jaac415

The Red Thread: The Passaic Textile Strike. By Jacob A. Zumoff. (New Brunswick: Rutgers University Press, 2021. xii, 235 pp. Cloth, \$69.95. Paper, \$32.95.)

Jacob A. Zumoff offers in *The Red Thread* a thorough examination of a strike that took on national importance. His study is the first to place the 1926 Passaic, New Jersey, strike into a larger historical context. Although, as Zumoff notes, the strike was not the most significant of the period, it demonstrates clearly the serious issues workers faced during the decade. These workers and the millions like them in mass production industries were not experiencing 1920s economic prosperity, but rather a life of economic insecurity and workplace exploitation. Communists, such as Albert Weisbord, were instrumental in leading the strike, creating broad-based working-class support. They possessed a vision of the struggle of these mill workers as emblematic of mass production workers throughout the country whom the American Federation of Labor (AFL) failed to try to organize on a sustained basis. By bringing the strike to national attention, communists were able to demonstrate the common problems that unskilled and low-skilled, unorganized workers shared throughout the country.

The book begins by setting up the origins of the strike in Passaic and lays out a basic portrait of the wool and textile industries in the city. Zumoff then examines the origins of the strike and the creation of the United Front Committee of Textile Workers (UFC) to organize these unorganized workers to fight a wage reduction and to spread the subsequent strike