

The People's Health: A History of Public Health in Minnesota to 1948. By PHILIP D. JORDAN. (St. Paul, Minnesota Historical Society, 1953. xii, 524 p. Illustrations. \$5.00.)

Reviewed by R. Carlyle Buley

IN THIS BOOK Dr. Philip D. Jordan, professor of history at the University of Minnesota, has told the story of the public health movement in Minnesota from pioneer times to 1948. It is "the story of the beginnings and unfolding of public health with emphasis upon social aspects and upon the roles that persons, as well as organizations, have played." The project was sponsored financially by the Mayo Association of Rochester.

Though Minnesota in its early years, like most states of the Midwest frontier, was puffed locally for the salubriousness of its climate and its ideal conditions for health, the truth was that the state had its share of illness and disease, both epidemic and other, which the people little knew how to deal with. And, as elsewhere, one man had a great deal to do with marshaling the forces and planning the long campaign for improvement in the people's health. In Minnesota it was Dr. Charles Nathaniel Hewitt who was to make of this work his major life effort.

Dr. Hewitt was a New York boy who, after service as a surgeon in the Civil War, was persuaded by an old school friend to settle in Red Wing. Local conditions, plus the arrival of cholera victims, shortly launched the young physician on his career. Despite a demanding general practice, he found time to study, keep case records, accumulate a library, help revive the state medical association, study European conditions and practices, and formulate the fun-

damental public health precepts which were to guide him in later years. For years he advocated the organization of a state board of health and when it was established by law in 1872 he became its secretary. For twenty-five years Dr. Hewitt was a power to be reckoned with not only on the Minnesota state board of health but in medical circles as well. He attacked many problems at once; he fought for vaccination, brought the practices of the Pasteur Institute to Minnesota, edited reports, wrote articles, lobbied for necessary legislation. Like others of his type, Hewitt was so sure of the validity of his cause — and so crowded for time — that he did not always practice the art of diplomacy; he frequently stepped on toes. Dr. Hewitt's removal from the state board in 1897 marked the end of an era. Although much remained to be done, the foundations had been laid; others were to carry on.

The fight for pure water was a long one, and it was not until very recent years that the incidence of typhoid became negligible. Efforts to achieve sanitary sewage disposal met with not only public apathy but frequently with antagonism on the part of individuals and institutions. Tuberculosis and venereal disease control, stream pollution, workers' health, the health of mother and child, the problem of the mentally ill, and the need for more hospital beds are subjects covered in other chapters. The chapters on epidemics in the lumber camps of the north woods (smallpox largely) and the problem of Indian health are of particular interest to the general reader. The last chapter, "Patterns for Tomorrow's Health," discusses possibilities for the future of preventive medicine and public health, judiciously presents the arguments for and against compulsory health insurance, and suggests a possible middle road by which much that remains to be done can best be accomplished.

Some of the chapters naturally deal with topics that are more important than glamorous. Privies, garbage, contaminated food, and polluted streams are not as romantic and dramatic

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as the fur trade, railroad building, or international intrigue, but they are a necessary part of the picture, which is well presented. Though the author has not attempted to dramatize, the drama is there. The story is one of ignorance, public apathy, politics, petty jealousies, and short-sighted penny pinching on the one hand, and of the never-ending work of doctors, scientists, many capable public officials, and public-spirited citizens on the other. Woven through the story are the accomplishments of many persons. Outstanding, of course, are those of the secretaries of the state board of health — Hewitt, Henry M. Bracken, who served from 1897 to 1919, and Albert J. Chesley, who has held the office since 1921. But there are many others.

Dr. Jordan has used his sources well — early memoirs, newspapers, proceedings of many organizations, scientific treatises, laws and ordinances, interviews, and many miscellaneous documents which record Minnesota's history. Minnesota is fortunate in having this well-integrated, comprehensive, and well-written account of so important a phase of its history.

The work is of interest and value not only to the medical profession, medical historians, social and public health workers, hospital administrators, and other specialists, but to social historians, sociologists, newspaper editors, and industrial executives, as well as the intelligent citizen who feels a loyalty to his state and takes pride in the accomplishments of its people. It is attractively presented in a well-designed and easily read volume with a useful index.

MOVING OUR FORESTS

Log Transportation in the Lake States Lumber Industry, 1840-1918 (American Waterways Series, IV). By WILLIAM GERALD RECTOR. (Glendale, California, The Arthur H. Clark Company, 1953. 352 p. Illustrations. \$10.00.)

Reviewed by Stewart H. Holbrook

THE SCENE of this study comprises the states of Michigan, Wisconsin, and Minnesota, with necessary attention given to the sawmills of Iowa, Illinois, and Missouri, which were supplied for many years with logs from the pineries of the Lake states. The transportation of the book's title covers the several methods — river driving, rafting, railroads, and steam log-haul-

ers; and it also deals with the short hauls by skidding and sledding (or sleighing). For good measure, the work has something to say about loading methods, and, of course, booming.

The era of the book, 1840 to 1918, was one that saw vast changes in the technology of logging, an industry which for almost two hundred years before 1840 had changed little from the days when New England colonists sent out their first exports of shingles, deals, and spars. Loggers were a conservative crowd, anyway. Even when steam at last entered the woods, there was no sudden and universal mania to operate with locomotives and railroads.

The great logging centers of the three states were on the Saginaw and Muskegon rivers in Michigan, the Black and Chippewa rivers in Wisconsin, the St. Croix of Wisconsin and Minnesota, and the upper Mississippi. Driving the streams was the early method of getting logs to mill, and it was never quite superseded by railroads. Once you had cleared a stream of its natural barriers to driving and had built adequate head dams, you had quite an investment. You also had a transportation line that was commonly cheaper than a railroad. Thus the big booming companies, which came to control much of the driving, remained in business until the lumber industry of the Lakes region was a thing of the past.

The booming companies of the Lake states were copied from the daddy of all such concerns, which was the Oldtown boom on the Penobscot in Maine. These outfits were usually of a co-operative nature. They received all the logs as they came down from the landings, sorted them by owner, made them into rafts, and sent them on to down-river mills.

Mr. Rector gives accounts of the various booming concerns, relating how they came into being only after mighty battles between competing loggers had resulted in great losses to all. Even after the booming companies were going concerns, they often had troubles with some settler who thought he had riparian rights and meant to make loggers pay handsomely for the privilege of driving past his place. Though the author cites several of these difficulties, he some-

MR. HOLBROOK is the author of a dozen books, several of which touch on aspects of the lumber industry. His latest work is reviewed elsewhere in this issue.

how missed the most celebrated of all — that of John Dietz of Cameron Dam on the Thornapple, whose cabin became a fort and was taken only after much shooting that left dead or wounded on both sides.

The author has compiled a great mass of information that has existed only in company archives, government reports, newspapers, and trade journals. It is good to have it all together within one large book.

STEAM IN AGRICULTURE

Steam Power on the American Farm. By REYNOLD M. WIK. (Philadelphia, University of Pennsylvania Press, 1953. xi, 228 p. Illustrations. \$5.00.)

Reviewed by Merrill E. Jarchow

MOST American school boys, I presume, even in this age of Diesel engines and supersonic planes, have heard of James Watt, Robert Fulton, and Casey Jones. The triumphs, glories, and romance of steam in the factories, on the rivers, and on the rails have been immortalized in story and in song. The same cannot be said for the saga of steam on the farm, a story of significance with not a little color and drama of its own. To help correct this situation has been the aim of Mr. Wik in his excellent study. Without question he has scored a bull's-eye.

Specifically, the book covers "the benefits received from the first mechanical power units brought to the farm, the problems involved in the manufacture, distribution, and financing of these engines, and the part played by the men responsible for the successful application of steam power to American agriculture."

Although some steam engines were used in the United States, mainly in the South in the 1820s and 1830s on sugar, rice, and cotton plantations, mechanical power on the farm was only in its infancy by 1850. Many factors — apathy, veneration for the horse, farmers' misconceptions regarding engines, and the high cost of engines — retarded the adoption of steam power. But during the late 1860s and the 1870s, in answer to the pressures created by improved agricultural methods and rapidly expanding ag-

ricultural frontiers, portable steam engines, first manufactured for farmers in 1849, were becoming numerous in all the cotton- and grain-growing states. Since they were not self-propelled, these engines had limitations, especially for the important farm job of plowing. By 1881, however, reputable firms were turning out hundreds of self-propelled engines, and the era of the steam traction engine had begun. Shortly thereafter the addition of a practical clutch and a self-steering mechanism made the machines independent of horses, and so efficient that they "were capable of supplying the major belt power needs of the American grain-growing farmer."

From 1885 to 1912 came the steam engine boom, and during that time steam traction engines eased the farmer's burden and increased his efficiency and production in threshing, plowing, building roads, sawing lumber, and hauling freight. In 1913, the peak year of steam traction engine production, machinery manufacturers produced about ten thousand engines and marketed them in the manner used now for the automobile, with the aid of elaborate distribution systems and high-pressure sales techniques. Indeed "farm implement dealers provided the first distribution facilities for the sale of automobiles." But even as early as 1913 a rival destined to win the farmer away from steam — the gasoline tractor — was on the scene, and by 1925 the manufacture of steam traction engines had been virtually abandoned.

In its day, however, the agricultural steam engine fulfilled its destiny on the farm. It started a chain reaction which eventually made power farming a reality; it furnished the first mechanical power for extensive use in agriculture; it was a factor in making large-scale farming possible; it released thousands of draft animals from heavy work; it speeded up farm operations; it reduced self-sufficiency on the farm; it left a valuable legacy to the tractor era; and it made a profound impact on many aspects of rural life.

Mr. Wik is to be congratulated on the production of a book of real worth. He has combed a myriad of sources, mainly primary in nature — letters, notebooks, company files, catalogues — found in various parts of the country, and he has presented his findings clearly, logically, and in a highly readable style. The story is never dull nor impersonal; even the meticulous delineation of mechanical improvements holds the reader's

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attention, while the anecdotes, often laid in a Minnesota locale, evoke many a chuckle. Well-chosen illustrations make graphic much of the textual material, and an appendix, a bibliography, and an index provide the book with totality. Farm engineers of a bygone day can rejoice at last; their era and their contribution have been given recognition by a historian who writes as if he himself loved "the whistle of the engine, the hum of the cylinder, and a yellow-legged chicken dinner."

Unfortunately, the bookmaker does not merit the same high praise as the author. The binding and cover design are uninspired and uninspiring; the paper and print are reminiscent of a technical bulletin; the footnotes are in the back of the text, probably against the author's wishes; and the typographical errors (see the title page and pages 35, 85, 171, 225, note 21), while not numerous, should have been caught. The contents of the work deserved only the best in type, accuracy, and design.

MIDWEST PARTY POLITICS

Bourbon Democracy of the Middle West, 1865-96. By HORACE SAMUEL MERRILL. (Baton Rouge, Louisiana State University Press, 1953. viii, 300 p. Illustrations. \$4.50.)

Reviewed by Donald F. Warner

"THE TWO great parties were like two bottles. Each bore a label denoting the kind of liquor it contained, but each was empty." Long ago the British observer, Lord Bryce, so described the sham battle of American political conflict after 1865. In his new volume, Professor Merrill slides a solid foundation of fact under this oft-repeated interpretation.

Specifically, this book points out that the Republicans had, in the 1860s, allied themselves to big industrial interests and legislated to their benefit, injuring the farmer, laborer, and small businessman. This gave the Democrats an opportunity to re-enact their historic role as the party of the little man. But their leaders were Bourbons, "a cabal of industrialist-financier entrepreneurs" who proved unworthy heirs of Jackson by vying with the Republicans in serving

wealth and stifling protest. The unrepresented masses thus had to mount the shaky platform of some third party to cry out their grievances.

The crucial questions of the day were the demands for inflation, control of monopolies, railroad regulation, and lowering of the tariff. The Bourbons, refusing to court the vote of the Middle West with these issues, sat on the lid of discontent within their party until long-repressed forces of revolt blew them off in 1896. Then, true to the last to their original interests, they deserted the party which had repudiated them and helped defeat it. As Professor Merrill sums it up: "After thirty years, though they had won but few elections, they could boast success in their main purpose—that of keeping farmers and wage earners from effective control of the Democratic party. . . . Better that the Republicans win, they thought, than back . . . a people's platform."

Much attention is given to the struggle by Minnesota's agrarian radicals to control the Democratic party, focusing in a duel between the brilliant and erratic reformer, Ignatius Donnelly, and Bourbon James J. Hill, silent and controlling partner in the party hierarchy. The latter defeated Donnelly's attempt to spike a railroad regulation plank onto the Democratic platform and, by relentless pressure, forced his dangerous associate out of the party and into the wilderness of Populism. Though adding little that is new, this book gives a sound and purposeful account of Minnesota's politics.

Critics of the volume will direct their attacks principally at its interpretations. For example, some may disagree with a tendency to depict the businessmen of the day in a manner more closely approaching the "Robber Baron" terms so dear to writers of the 1930s than the "New Look" which some recent historians have attempted to give these economic leaders. Again, in dealing with Minnesota politics, Donnelly appears to be practically synonymous with the reform movement. Actually, many agrarian radicals distrusted the Sage of Nininger for his overweening ambition, and refused to follow him. He was not the personification of reform, but its most important leader—and divisive force.

Despite such criticisms, this is an excellent book, displaying broad research, clear insight, and good writing. It constitutes the most significant recent contribution to the history and analysis of the politics of the Middle West.

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FORTUNE MAKERS

The Age of the Moguls. By STEWART H. HOLBROOK. (Garden City, New York, Doubleday & Company, Inc., 1953. x, 373 p. Illustrations. \$5.00.)

Reviewed by Elwood R. Maunder

WHEN Stewart Holbrook puts his hand to writing on any subject, the reader can anticipate a rollicking, ripsnorting reporting of human achievement and human foible. It must have been with this in mind that Lewis Gannett, editor of Doubleday's *Mainstream of America Series*, contracted with Mr. Holbrook to write the story of America's great fortune makers. Here is a subject tailored perfectly for Mr. Holbrook. In the *Age of the Moguls*, he lives up to his reputation, as well as to the advance advertisements for the series, which aims "to present in terms of people and in the exciting form of narrative . . . the story of America which will revolutionize the reading and enjoyment of history."

This is the story of America's big, bold, and sometimes bad men of business from Commodore Vanderbilt to William Randolph Hearst. They knew what they wanted and went about getting it. Mr. Holbrook's moguls are the most financially successful Americans from what the author firmly believes was our golden age.

In his foreword, Mr. Holbrook states that he is "not overly concerned with the comparative business ethics of these men of money," although he spares nothing in exposing their methods. Perhaps the key to this volume is to be found in the author's declaration that he "will not attempt to pass judgments on matters that have baffled moralists, economists, and historians. I happen to believe," he continues, "that no matter how these men accumulated their fortunes, their total activities were the greatest influence in bringing the United States to its present incomparable position in the world of business and industry. But I shall use neither gilt nor whitewash. Nor tar." Yet one comes away from reading this book with a feeling that the moguls have come off very well. What red-blooded American man or boy

will not glory in the audacity of these swash-buckling titans of industry? American women, red-blooded or not, will find less satisfaction in personal association with the ladies of this book. Hetty Green is the sole "mogal," and not a particularly attractive one by present-day standards.

This book joins a growing shelf of volumes which, after a long spate of sterner judgments, look with more kindly eyes upon the history of American businessmen. The reader will not be unimpressed by the achievements for good which the moguls wrought—spanning an empire with railroads and means of communication, lifting a nation from fifth to first in world steel production, revolutionizing food production and distribution, merchandising millions of items for a world market, to name but a few. And in a day when salaries are still highly regarded yardsticks for measuring what we call success, the glory of our captains of industry shall not go unappreciated.

Professional historians will be inclined, perhaps, to question whether Mr. Holbrook has not missed a mogul or two in his survey, but in the main he has covered most of the largest fortune makers up to very recent years. This reviewer is somewhat hesitant to accept the author's contention that by ruthlessness and crude display of wealth the mogul has committed a kind of class suicide. Patterns of government may indeed have given all would-be moguls less elbowroom, and the managerial revolution may have left its mark upon the character of modern business, but I am not yet persuaded—even by Stewart Holbrook's persuasive pen—that the age of the moguls is past.

Readers of *Minnesota History* will find abundant references to the great business leaders who have put their stamp upon upper Midwest history. The most notable of these relate the fabulous story of James Jerome Hill, the empire builder.

VISITING BRITISHERS

Westward the Briton. By ROBERT G. ATHEARN. (New York, Charles Scribner's Sons, 1953. 208 p. Illustrations. \$4.50.)

Reviewed by Francis Paul Prucha, S.J.

IN THIS engaging book Dr. Athearn has sifted for us the observations and criticisms of three hundred Britishers who between 1865 and 1900

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visited the Rocky Mountain West and left accounts of their travels in published form. Whether they were noble ladies, piqued by the impossibility of finding suitable servants, or enterprising capitalists eager to take part in the cattle boom, these men and women were trenchant observers, and their reports of the commonplace (as well as the unusual) bring into sharp focus aspects of our frontier which men on the spot saw little reason to record.

These westward-journeying Britons were not out to romanticize the West. Their books and journals would offer little grist for the mill of authors writing Western thrillers. What we get instead — and so much the better for us — are the pretty nearly unvarnished everyday facts of a new and still crude society striving for maturity and respectability. These writers touched on a multitude of topics, which Dr. Athearn has classified and assembled in a dozen chapters. We ride the overheated Western trains and jolting stagecoaches, tarry briefly at Denver, Salt Lake City, and Cheyenne, and in humbler but aspiring “queen cities.” We visit the homes of the Westerners, see the unglamorous cowboy at work, recoil from the filth and degradation of the Indians, admire the rich lands and imbibe the “champagne air,” are struck by the spirit of optimism and the absence of social classes — and in the end, perhaps, are disappointed (as were the Britons through whose eyes we have been looking) that there haven’t been more whooping Indians and more blazing six-shooters in the streets.

There is an abundance of interesting material here, painstakingly gathered and evaluated and set forth in an informal and sprightly manner.

FRESH-WATER TRAGEDIES

Shipwrecks of the Lakes, Told in Story and Picture. By DANA THOMAS BOWEN. (Daytona Beach, Florida, 1952. xv, 368 p. Illustrations. \$5.00.)

Reviewed by Grace Lee Nute

DO NOT READ this book when you are depressed, for it will not elevate your spirits. Some heroes and heroines appear, but generally the

MR. PRUCHA, the author of a book on the army in the Northwest published last year, is now a Jesuit scholastic in St. Louis.

story is one of almost unrelieved calamity. The extraordinary fact that emerges from two score tales of shipwreck on the Great Lakes is the amount of physical distress the human body can and sometimes does endure.

First the author offers a chart listing the twelve worst ship disasters, judged by the number of lives lost. The worst by this criterion was the capsizing of the “Eastland” in Chicago harbor on July 24, 1915, when 835 persons died. The earliest in the list is the “Erie,” which burned on Lake Erie on August 9, 1841.

The ensuing thirty-nine chapters take up individual accidents chronologically, devoting a few pages to each shipwreck. Several of these have interest for Minnesotans, from the “Independence” in 1853 and the “Algoma” in 1885 to the “George M. Cox” in 1933 and the “Noronic” in 1949. The “Mataafa” and five other vessels that stranded in the destructive storm of November, 1905, are merely listed in a chart at the end of the book, where are recorded all the known wrecks from La Salle’s “Griffin” in 1679 to the “Hamiltonian” in 1952. A melancholy four score or so of these occurred on Lake Superior.

A pictorial section of over thirty pages records graphically many of the wrecks described in the text and several others. All in all, though this is a depressing book, it will prove also a highly useful one for reference.

LITTLE BIG HORN STORY

The Custer Myth: A Source Book of Custeriana. Written and compiled by COLONEL W. A. GRAHAM. With Important Items of Custeriana and a Complete and Comprehensive Bibliography by FRED DUSTIN. (Harrisburg, Pennsylvania, The Stackpole Company, 1953. xxii, 413 p. Illustrations, maps. \$10.00.)

Reviewed by K. Ross Toole

THIS HANDSOME book is the latest addition to the Custer shelf — a shelf that has been bending with its increasing burden ever since the smoke cleared away from the Little Big Horn.

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Colonel Graham is a Custer authority among authorities and his book will delight Custer fans. The publishers call it a "source book to end all source books" on Custer. But it is doubtful if there will ever be an end to books, pamphlets, articles, essays, and "stuff" on Custer. More has been written on the Custer battle than on the battle of Gettysburg.

It may be true that there is justification for publishing a book in the single fact that there is a market for it. But balance and a sense of proportion in the writing of western history cry out in protest over the plethora of Custeriana that keeps coming off the presses. The fact is that everything worth saying about the affair has been said, and a vast lot that was never worth saying is constantly being resaid.

The present volume brings together bits and pieces, statements, letters, and articles—some of them, like the Benteen-Goldin letters, hard to find elsewhere. Colonel Graham admits that "Custeriana" is "a relatively indefinite term," but he restricts his choice of "sources" (and that, too, is a relatively indefinite term) to those which bear on the battle and not on Custer's entire career. The choice is wise, because only the manner of Custer's demise distinguished him from a thousand other generals in American history.

While there is material in this book that is hard to get elsewhere, there is little critical appraisal of it and, of course, as is the case with any such arbitrary compilation, one is left wondering why some items were included and others excluded.

A bibliography of some 641 items by Fred Dustin will be of use to students of the battle.

OHIO MANUSCRIPTS

Guide to the Manuscript Collections in the Library of the Ohio State Archaeological and Historical Society. By ELIZABETH C. BIGGERT. (Columbus, Ohio State Archaeological and Historical Society, 1953. ix, 153 p. Paper, \$1.50; cloth, \$2.50.)

Reviewed by Lucile M. Kane

SINCE ITS founding in 1885, the Ohio State Archaeological and Historical Society has

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accumulated 1,500,000 separate manuscripts grouped in 1,128 collections. They have information on all periods of Ohio history, with a concentration of material on the Civil War. Included are papers of Ohioans who became presidents of the United States, Ohio senators and representatives in Congress, businessmen, religious leaders, and scores of other groups that played a part in the state's history. Of Minnesota interest are the papers of Samuel Medary, governor of Minnesota Territory, and of Jay Cooke.

Miss Biggert has followed an alphabetical arrangement in listing the manuscripts. While the comment on each collection is brief, the descriptions include the information necessary for an introduction to the papers. Through her patient work, Miss Biggert has achieved the purpose expressed in the preface: "to make the manuscript holdings of the society more readily accessible to professional historians, students, public officials, members of the society, and all others who have occasion to consult primary materials treating of the Northwest Territory, the state of Ohio, and public figures whose influence extended beyond the geographical boundaries of the state."

HAWKEYE HISTORY

The Story of Iowa: The Progress of an American State. Vols. 1 and 2 by WILLIAM J. PETERSEN; vols. 3 and 4, *Family and Personal History.* (New York, Lewis Historical Publishing Company, Inc., 1952. xx, 1,150, 1,503 p. Illustrations. \$48.00.)

Reviewed by Russell W. Fridley

THERE HAS long been a need for a comprehensive history of Iowa. Dr. Petersen has gone far toward filling it in the two volumes he contributes to *The Story of Iowa*. He has enriched his text by including the interstate ramifications of events while still focusing upon the state scene.

The initial chapters delineate the Iowa landscape and acquaint the reader with the physiography of this "bridge state," over which the panorama of westward migrations passed. Accounts of early lead mining near Dubuque dur-

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ing the French and Spanish regimes and of battles fought during the War of 1812 about Fort Madison enliven the narrative. Among the best of the early chapters are those on Indians, from prehistoric times to the Black Hawk Purchase of 1832 and the resulting removal of the red men from Iowa soil. Moving passages show that the differing Indian attitudes toward their impending domination by white men were typified in two great chiefs — Keokuk, the conciliator, and Black Hawk, “the epitome of defiance to the white man.”

Sections follow on the territorial period and the achievement of statehood, and there the author gives considerable attention to politics. The early dominance of the Democratic party in Iowa, he contends, can be traced in part to the large number of Southerners in its pioneer population — a questionable contention in view of the strong two-party system that existed in the antebellum South. The beginning of a century of virtual Republican domination in 1854 is depicted as stemming from the rising abolition fervor. A dramatic example cited is the fact that more men from Iowa than from any other state participated in John Brown’s raid at Harper’s Ferry.

Unfortunately, later chapters of the narrative are not marked by the thoroughness that characterizes the earlier sections of the work. This is partly due to a shift from a general chronological to a topical approach. The author’s treatment of special topics varies greatly and while he opens numerous vistas in the Iowa story, he overlooks many components that some may consider more significant. For example, his long chapter on legal holidays occupies space that, in this reviewer’s opinion, might have been better used in surveying the deep political currents which have influenced Iowa since the Civil War.

The author has drawn upon rich biographical resources in sketching such important Iowans as James W. Grimes, Samuel Miller, Billy Sunday, and Herbert Hoover. Omitted, however, are other individuals prominent in powerful movements which have strongly affected our national life — James B. Weaver, the three Henry Wallaces, Carrie Chapman Catt, Amelia Bloomer, Albert Cummins, Jonathan P. Dolliver, John L.

Lewis, and Harry Hopkins among them. Few of those overlooked in the first two volumes are mentioned in volumes 3 and 4, which are virtually confined to living Iowa businessmen.

The text is generously supplemented with illustrations, statistics, and bibliographical references. Quotations and anecdotes from numerous firsthand sources enrich the narrative and amuse the reader. In spite of omissions and at times sprawling organization, this ambitious work constitutes a repository of facts often enhanced by interpretation. It has considerable value for those who wish to expand their understanding of Hawkeye events and personalities.

PICTORIAL SURVEY

Picture Book of Minnesota. By BERNADINE BAILEY. Pictures by KURT WIESE. (Chicago, Albert Whitman and Company, 1953. n.p. \$1.25.)

Reviewed by Gertrude Gove

THIS BOOK has been described as “an attractive and useful supplementary reader for the study of local history.” For the teacher, it is indeed a find. Perhaps because of its excellent and well-placed illustrations, children reach for it, and they finish reading it because the well-worded story is adapted to their level of comprehension.

Touching upon many phases of Minnesota’s development — its history, its great leaders, its cultural pursuits, and its everyday occupations — this book is in the main historically accurate. The religious aspects of the state’s story have been neglected, and perhaps its recreational possibilities have been somewhat overemphasized by the author. Teachers of junior high school boys and girls, however, need not hesitate to add this book to the school library.

THE INDEX for volume 33 of *Minnesota History*, covering the eight issues published in 1952 and 1953, is now in preparation. It will be ready for distribution late in the spring, and will be available on request to all members of the society and subscribers to its quarterly. Those wishing to obtain copies should address their requests to Mrs. Phyllis Sandstrom, who will forward indexes free of charge as long as the supply lasts. The society has discontinued binding complete volumes of the quarterly.

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. . . on the HISTORICAL HORIZON

THE "IDEA that history can ever be so well written that it does not need rewriting can be held only by those foolish people who think that history can ever ascertain exact truth." Thus writes Allan Nevins in the January number of the *American Archivist*. "All parts of our history are always being rewritten," Mr. Nevins continues; "no segment of it, from 1492 to 1952, is not now in need of vigorous rewriting." For history, he maintains, "is art; it constantly requires a new mixture of pigments, new points of view, new manipulation of light and shade; and as an art it presents an endless challenge to the writer who perceives that the highest truth of history will always transcend a statement of fact."

THE SOCIETY'S librarian, Dan M. King, contributes an account of the "Minnesota Historical Society Library, a Treasure House of Information" to the December number of *Minnesota Libraries*. He stresses the society's significance as a research institution. The vast collection of pictures assembled by the society in the course of more than a century is the subject of a note in the December issue of *Eye to Eye*. It concludes with the encouraging statement that "the prospects for picture searchers in Minnesota appear bright."

SCORES of Minnesota items are listed in a *Bibliography of German Culture in America to 1940*, which has been compiled by Henry A. Pochmann and edited by Arthur R. Schultz (Madison, 1953. 483 p.). More than twelve thousand items are listed in this vast compilation, which includes notes on American depositories that preserve source materials in the field and on German-American research associations.

"THE United States Army as Viewed by British Travelers, 1825-1860" is the title of an article by Francis Paul Prucha appearing in *Military Affairs* for October. From the narratives of Britons, some of whom penetrated the Midwest, Mr. Prucha quotes impressions of officers and of the "sorry lot of men that made up the rank and file of the American army." Among the British writers cited are Edward Sullivan, who visited Fort Snelling in 1850, and Laurence Oliphant, who stopped at Fort Ripley in 1854.

REGIONAL children's literature in general and books about Minnesota in particular are surveyed by Dora V. Smith of the University of Minnesota in an article entitled "Regions of America Come Alive" in the November issue of *Childhood Education*. Under the headings "Early Days in Minnesota," "Lakes, Rivers, and Forests," and "Everyday and Special Day Happenings," the author lists some forty fictional works for children published during the past twenty years, and concludes that "the great gaps in the story, the intimate details yet to be brought out, should be a challenge to future writers in Minnesota and elsewhere."

A NEW Sinclair Lewis reader, *The Man from Main Street*, edited by Harry E. Maule and Melville H. Cane, contains selected essays and other writings by the famed Minnesota novelist (New York, 1953. 371 p.). Among the pieces, which were selected both for their literary quality and their importance to Lewis' work as a whole, are two which will be of special interest to Minnesotans. "The Long Arm of the Small Town," written for the Sauk Centre High School annual in 1931, pays tribute to the school and to the town where Lewis was born. "Minnesota, the Norse State," published originally in *The Nation* in 1923, is described by the editors as a "precisely factual piece," which "sets forth the social and political conditions" that make Lewis' native state "different from all others."

A HANDY one-volume survey of fifty years of American aviation by Lloyd Morris and Kendall Smith has recently appeared under the title *Ceiling Unlimited* (New York, 1953. 417 p.). Magnificently illustrated with photographs of outstanding events and leading figures, this readable and attractive book covers significant developments in aviation from Kitty Hawk in 1903 to the jet age. A full chapter is devoted to the work of Charles A. Lindbergh, evaluating his contributions to aviation and summarizing his career through World War II.

SOME ANNIVERSARIES

THE DEVELOPMENT of the First National Bank of St. Paul during its first hundred years is reviewed by Julian B. Baird in the *Story of a Banking Heritage* (17 p.), an address pre-

sented at the bank's centennial dinner on October 1. The First National's story begins, recalls Mr. Baird, "just 100 years ago," when Parker Paine "arrived by steamboat late in September, 1853" and set up a banking business in St. Paul. The speaker notes that he was followed a few years later by James and Horace Thompson, two brothers, who in 1863 obtained what is now "the oldest national bank charter in Minnesota and in the states to the west." After tracing both the main and the collateral lines of the organization's development, Mr. Baird declares that "the history of the First is more than the history of a bank," for "it represents a merger of most of the banks, and banking resources, that were in existence in Saint Paul at the turn of the century." A useful "Family Tree" showing the bank's mergers and affiliations during its first century and listing the men who have served as presidents of the First and of the three largest banks it absorbed—the Merchants National, the National German-American, and the Second National—accompanies the text of the address.

The St. Paul bank's centennial also receives attention in the *Commercial West* for October 31, which presents a "play by play report" on the anniversary celebration.

SCHOLARS and librarians will be grateful for the brief but useful survey of *A Century of the Swedish American Press* by J. Oscar Backlund, published to mark the centennial of the appearance in 1851 of *Skandinaven*, "the first in a long line of Swedish language papers in the United States" (Chicago, 1952. 132 p.). Included in the list of leading Swedish language papers are those published by such Minnesotans as the Reverend Eric Norelius, Hans Mattson, and Swan J. Turnblad. The author notes that *Svenska Amerikanaren Tribunen*, at present "the only Swedish American newspaper of general circulation in the Middle West," is the "trunk of a rather formidable family tree" whose branches include Turnblad's *Svenska Amerikanska Posten*, "the kingpin of Minnesota's Swedish press" during the course of an entire generation.

THE ST. PAUL YWCA is observing its fiftieth anniversary this year, according to an article by Alice Larson in the *St. Paul Pioneer Press* of January 24. She records "that the St. Paul YWCA was the first to be begun officially following establishment of the national organization." Information on early officers of the local chapter is included, and a description of its golden anniversary celebration is given.

AN INFORMING account of the development of the Excelsior Congregational Church is set forth by Daisy Ellen Dillman in *100 Years in Excelsior* (1953. 72 p.) From reports, diaries, and letters of early members and ministers, the author has compiled a lively account of a pioneer Lake Minnetonka church. She notes that "the moving spirit" in the early years of the church was its extraordinary first pastor, the Reverend Charles A. Galpin. The church building itself, which is still in use, was erected in 1857. As its title indicates, the book contains information on many aspects of Excelsior's history. For example, the author describes the building of the Excelsior Institute by Galpin in 1858 and the founding of the Excelsior Academy in 1885. Included, too, is Semantha Galpin's description of her first Thanksgiving in Minnesota, a charming bit written by one of the state's wilderness Marthas. J.D.H.

THE MINNESOTA SCENE

PLANS FOR the opening of the only museum in the United States devoted to iron mining have been announced by the Chisholm Chamber of Commerce. Scheduled to open on May 15, the Minnesota Museum of Mining is to be of the outdoor type and will be located on several acres of park area on the outskirts of the Mesabi Range city. The purpose of the museum will be to dramatize the history of the state's iron region from the days of the Indian to today's taconite development. Long-range plans call for the construction of an actual underground mine. A logging town, complete with the false fronts of stores and saloons, will be erected to illustrate another phase of the area's history. A large, castle-like building, already completed, will house indoor exhibits dealing with other aspects of the region's development, and an amphitheater will be the center of a summer program of music and folk dancing.

A conference devoted to a discussion of these plans was conducted by the Chisholm Chamber of Commerce on January 18. At an evening dinner meeting, which completed the day's activities, Dr. Harold Dean Cater, director of the Minnesota Historical Society, spoke, pledging the help and co-operation of the society in this worthwhile undertaking. In his talk on "Museums, Past and Future," Dr. Cater compared modern museum techniques with those of the past and described the programs and purposes of some successful outdoor museums in other parts of the United States. When the Minnesota Museum of Mining opens in May,

said Dr. Cater, it will be the only outdoor museum in the state.

Initiated by the Chisholm group, this ambitious project is being carried out with the help and support of other communities and business firms in the range area.

TRADITIONAL and present-day methods of "Wild Rice Gathering and Processing" on the Nett Lake Indian Reservation are contrasted by Leland R. Cooper in the July issue of the *Minnesota Naturalist*. Basing his comments on first-hand information collected among Nett Lake residents, the author describes the rice harvest from the election of a "rice chief," an "honor usually passed around among the competent men of the village," to the "jigging" process by which the hulls are removed from the grain. Although he also tells of two mechanical devices for threshing rice used by these Indians, the author concludes that "the process of harvesting wild rice at Nett Lake . . . remains in a relatively primitive state."

AN ADDRESS on early St. Louis County newspapers, presented by Frieda J. Monger before the St. Louis County Historical Society on May 20, is printed in the issue of *Duluth Publicity* for October 2. She gives brief descriptions of many of the newspapers published in the county before 1910, cataloguing changes in name and ownership and quoting extracts that give the flavor and color of the times. Many short-lived newspapers that came and went at the Head of the Lakes are mentioned, and the history of the St. Louis County press outside Duluth is surveyed.

FROM THE casual meetings of a group of women in the back of Fogelson's Fancy Goods Shop on East Superior Street in 1883 grew the Duluth Home Society and "the idea of sponsoring an annual social event" known as the Charity Ball. This information is given by Walter Eldot in an article entitled "Charity Ball Rekindles Time-Honored Tradition" in the *Duluth News-Tribune* of November 15. The writer records that with the proceeds of these annual affairs, the first of which was held in 1887, the Duluth Children's Home was built in 1903. Illustrations of buildings occupied by children's homes in Duluth, together with anecdotes about the balls, add to the interest of the article.

THE GROWTH of a "business that was to revolutionize the wood window industry" is chronicled in the profusely illustrated *Andersen Story*, an attractive booklet published to com-

memorate the golden anniversary of the Andersen Corporation of Bayport (1953. 43 p.). It provides useful information on one of Minnesota's specialized industries — its problems, its techniques, and the designs developed by the Andersens while pioneering in the manufacture of stock window frames. A reminiscent chapter dealing with the company's incorporation, its early years in Hudson, Wisconsin, and its removal to Bayport in 1913 is contributed by Fred C. Andersen, one of the founders. Other sections of the booklet touch on changes in plant equipment, the company's distribution system and profit-sharing plan, its employees, and its work during World War I and II. The story of the company itself is prefaced by a pictorial review of "that colorful period when the logging and lumbering industry flourished in the St. Croix Valley." Many of the excellent illustrations picture the Stillwater area.

THE HISTORICAL backgrounds of three early mines on the Mesabi Range are reviewed by David N. Skillings in the issue of *Skillings' Mining Review* for December 5. The opening and subsequent development of the "pioneer properties" of the Mountain Iron, Biwabik, and Canton mines are summarized by the author, who points out that they "have weathered three score years since the range was first opened up for the production of ore." A number of illustrations, including a photograph of the first trainload of ore from the Mountain Iron Mine, appear with the article.

THE CONVERSION of St. Paul's street railway lines to busses, completed on October 31, marks the passing of a colorful era in the city's transportation service, according to Will Reeves' article, "Farewell to Streetcars," in the *St. Paul Pioneer Press* of November 1. Types of streetcars, which for eighty-one years have been familiar sights in the city, and high lights in the history of the company which operated them are touched upon by the writer, who also devotes considerable space to the company's Snelling Avenue shops.

"HOW Minnesota Took to the Air," a pictorial feature in the *Minneapolis Tribune* of December 13, records events which have made Minnesota "a leading state in aviation activity." Such pioneer flyers as Alex T. Heine, Ralph D. Wilcox, A. C. Bennett, and Charles ("Speed") Holman are pictured with their planes, and the work of Professor John D. Akerman of the University of Minnesota in the field of airplane design is mentioned.



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