

Gopher Reader: Minnesota's Story in Words and Pictures: Selections from the Gopher Historian. Edited by A. HERMINA POATGIETER and JAMES TAYLOR DUNN. (St. Paul, Minnesota Historical Society and Minnesota Statehood Centennial Commission, 1958. 308 p. Cloth, \$4.00; paper, \$3.00.)

Reviewed by Mary E. Cunningham

A HUNDRED YEARS AGO on May 11 Minnesota became the thirty-second state of the Union. As I write, the Gopher State launches a mammoth centennial celebration. Three dozen cities and towns have already scheduled festivals, many with historical pageants. A centennial train tours the state. An old-time melodrama plays on a one-hundred-and-seventy-five-foot sternwheeler floating in the Mississippi. Of all this impressive excitement marking the hundredth anniversary of statehood, I venture to say that no single event will bear more lasting fruit than the publication of the volume reviewed here, which appears with the co-operation of the Minnesota Statehood Centennial Commission.

Any of us who have been connected with state junior historical activities know that the Minnesota Historical Society has one of the best of such programs, centering in the publication of the *Gopher Historian*. Begun in 1946, and issued in an enlarged and expanded format since 1949, this handsome magazine provides schools and libraries with sprightly, well-illustrated articles on Minnesota's past.

The present volume is composed of selections from the *Gopher Historian*. The articles, where necessary, were brought up to date; in some cases the text was amplified, and many new illustrations were added. The articles have been

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carefully chosen to present a chronology of Minnesota from the early Stone Age man to the present. Within chronological periods, the articles have been grouped topically: "The Golden Age of Lumbering," for example, is the first of ten sketches on Minnesota's important timber crop. This book is not a text, yet every important aspect of the state's history is there.

Those of us who have had the privilege of knowing the society's chief librarian, James Taylor Dunn, as I did, when he was the valued librarian of the New York State Historical Association, and those who know the work of A. Hermina Poatgieter, editor of the *Gopher Historian*, will not be surprised that these two, collaborating as editors, have produced a volume of the highest value, most attractively assembled. This is, of course, a publication primarily intended for young people. Yet, adults will deny themselves a treat if they regard this book as exclusively a juvenile.

DOCUMENTARY SAMPLER

Diary of America. Edited by JOSEF and DOROTHY BERGER. (New York, Simon and Schuster, 1957. xviii, 621 p. \$6.95.)

Reviewed by John Francis McDermott

"TO BE TRANSPORTED into the past . . . to be swept off-page into life as our forebears lived it—for this we must turn to those who wrote of the America they saw and touched and breathed." In the journals and memoirs and letters of the great and of the obscure is the everyday story of the United States, and this story the editors of this work have sought to piece together.

It cannot be said that they have fully accomplished what they set out to do—or that anybody could in six hundred pages. But the passages they have chosen from a hundred dia-

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ries display a great variety of scene and action and mood. A Wisconsin farmer's chores; the nomination of George Washington to the command of the Continental armies; an artist sketching a dying buffalo on the Great Plains; a circuit rider at a camp meeting in Kentucky; life at college, on the overland trail, in the gold rush; exploration of the wilderness; smallpox among the Indians; and the Chicago fire are among the facets of America that are illuminated in these pages. The notes of a young married woman on the Santa Fe trail in 1846, of a six-year-old girl on her father's whaler, of a nineteen-year-old man hotly in love, of a Boston schoolgirl before the Revolution, of a sergeant in Washington's army, of a Negro barber in Natchez are mingled with passages from the journals of John Woolman, Lewis and Clark, Philip Hone, Samuel Sewall, Fanny Kemble, John Adams, Will Rogers, and Harold Ickes. Here is a broad representation of our America.

Though we sample and savor life in a hundred ways in this substantial volume, we are seldom swept "off-page into life." The task the editors undertook is too great. The longest selections never run to more than fifteen pages, and the shortest are little more than one — the average can embrace no more than five pages. In such brief spaces, only high lights, quick flashes, moments of interest are possible. In another way, too, the book falls short: many of the entries are not the actual passages as written, but rather they are excerpts from which everything "too dull for the casual reader" has been dropped. The editors certainly have the privilege of establishing their own ground rules; a reviewer can only note that the result is a book of no documentary value and of interest only to the casual reader. Perhaps, however, as the editors hope, their samples may send some curious readers to the original diaries, for many lively and appealing bits are offered in this entertaining volume.

OUR CANADIAN NEIGHBOR

Manitoba: A History. By W. L. MORTON. (Toronto, University of Toronto Press, 1957. xii, 519 p. Illustrations, maps. \$5.95.)

Reviewed by A. L. Burt

MINNESOTA has a shorter and less checkered history than Manitoba, its Canadian sister, and from this book Minnesotans may learn much

that is of value to them. Although no other western province has had so many historians, Professor Morton of the University of Manitoba has an advantage over all his predecessors in being born and bred a Manitoban. He is steeped in the subject, but not drowned in it. He subordinates details to interpretation, and he possesses penetrating insight.

Manitoba has a seacoast of several hundred miles on Hudson Bay, and there began the history of what is now the province. From the seventeenth century its story is that of the fur trade, which dominated the life of the country until the middle of the nineteenth century. Liquor and blood flowed freely in the struggle between the old English Hudson's Bay Company and the young North West Company of Montreal. During this conflict, which ended in 1821, a new race appeared — the *métis* — and the Selkirk colony was thrice planted in what is now the city of Winnipeg. Unlike most of his predecessors, Mr. Morton sees the vital role of food supply in the mad war over the fur trade.

The main but not the only theme of this book is agricultural settlement, which has been continuous since 1817. Until nearly the middle of the century, the little colony was isolated from the outside world, which explains its slow growth and may explain Mr. Morton's otherwise curious omission of any reference to the adoption of the forty-ninth parallel as the international boundary in 1818.

A new day dawned when contact was made with the advancing frontier in Minnesota. This enabled the *métis* to defy the Hudson's Bay Company's attempt to stop their traffic across the border, and doomed the rule of the firm. The power of the half-breeds reached its peak in the winter of 1869–70, when their armed uprising first delayed the transfer of the territory to the Dominion of Canada and then caused the premature birth of the self-governing province with a population of nearly ten thousand *métis* and a bare fifteen hundred whites. The more numerous element rapidly receded into the background as the Red River colonists were reinforced by many settlers of British stock from Ontario who placed their stamp upon the character of the province. The great years of ex-

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pansion in Manitoba were from 1896, when world prices turned upward, to 1912, when the falling market broke the wheat boom. During this period, Manitoba acquired a polyglot population, and its capital became the metropolis of the whole Canadian West. Yet the Ontario stamp prevailed. In referring to the beginning of the wheat boom, Mr. Morton's statement that "for once there was a price differential in the farmer's favour" is misleading, for that differential had been growing since the 1870's. But his account of the boom's effect on Manitoba is excellent.

Minnesotans will be particularly interested in how the cloven hoof of partisan politics entered Manitoba and played the very devil until a disgusted public drove it out. No less interesting is the author's analysis of the years of social crisis, from 1917 to 1922, which reached a disturbing climax in the spring of 1919, when a general strike tied up Winnipeg for weeks. This experience, however, had no effect on the shrinking of that city's metropolitan position, although the expansion of Vancouver's economic empire and the rise of the major cities of Saskatchewan and Alberta later stole business from Winnipeg. Now Manitoba has entered upon a new phase of development with the exploitation of the rich mineral resources in its long neglected North, where essential water power is abundant.

The book is full of excellent material, but the writing is generally dull and sometimes careless. The maps are good so far as they go, but a larger and more detailed map would have been helpful. The index is useful for names, but not for subjects.

NOR'WESTER'S STORY

The North West Company. By MARJORIE WILKINS CAMPBELL. (New York, St. Martin's Press, 1957. xiv, 295 p. \$6.00.)

Reviewed by Isabel Barclay Dobell

THE HISTORY of the North West Company is as much a history of discovery and exploration as it is of trade. When the first North West Company partnership was formed in Montreal in 1779, the fur trade was North America's major industry, but the continent beyond Lake

Winnipeg, the Missouri River, and the area around Hudson Bay was still for the most part uncharted, even unknown. Within the space of a generation the traders had pushed west and north to the shores of the Arctic and Pacific oceans.

Marjorie Wilkins Campbell has told this dramatic story with insight, imagination, and diligent scholarship. She gives us a vivid picture of the gay, if often financially precarious, life enjoyed by the company partners in Montreal; of the lonely and sometimes desperate struggle of the wintering partners in the forts on the advancing frontier; of the long and incredibly swift journeys of the voyageurs to the interior; and of the bitter competition, ending in open warfare, between the North West Company and its titanic rival, the Hudson's Bay Company.

French Canadians, Scots, *bourgeois*, Indians, *métis*, and Blackfoot girls "with their quiet voices and unquiet eyes"—all are here. Among the many unforgettable figures who crowd the scene, five men stand head and shoulders above the rest—Simon McTavish and his nephew William McGillivray, who controlled the North West Company almost from the start; Alexander Mackenzie and Simon Fraser, the discoverers and explorers of the two great rivers that bear their names; and David Thompson, now recognized by geographers as one of the outstanding men of their profession, and in point of fact perhaps the greatest land geographer the world has known.

In the pages of the present volume, these men live out their turbulent lives against the backdrop of the North American wilderness. Their dreams, machinations, and struggles are a part of the history of the nation whose foundations they laid. Mrs. Campbell is to be congratulated for bringing this aspect of the Canadian story so abundantly to life.

RIEL REASSESSED

Thunder in the North: Conflict over the Riel Risings, 1870-1885. By R. E. LAMB. (New York, Pageant Press, Inc., 1957. 354 p. \$5.00.)

Reviewed by Donald F. Warner

ANTIPATHY between French and English, the divisive force of Canada's history, is seldom mentioned but always present in the Dominion,

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bubbling just beneath the apparently placid surface. Occasionally it boils up in violent turmoil. The brilliant, autocratic megalomaniac, Louis David Riel, was the unintentional cause of two such outbursts.

Born in Manitoba of French and Indian descent, Riel possessed abilities which made him the leader of the French *métis* in the British West. Twice, in 1869-70 and again in 1885, he led them in rebellion against Canada. In the first, he forced the Dominion to admit Manitoba as a province and with generous terms. But, during the revolt, he executed Thomas Scott of Ontario, a member of the bitterly anti-Catholic Orange order. When a French Catholic was responsible for the death of an English Protestant, Ontario knew only one word to describe the deed—murder.

Riel was captured and condemned for treason following the second, and unsuccessful, rebellion. Ontario demanded his life to atone for Scott's, while Quebec—seeing him as a symbol of a race hounded by Protestant bigotry—demanded commutation. The Conservative prime minister, Sir John A. Macdonald, refused to intervene, and Riel was hanged in November, 1885. Quebec took fire. Formerly staunchly Conservative, it revolutionized Canadian politics by soon going Liberal—and it stayed that way until 1958.

The author succeeds well in his stated purpose of describing the hitherto neglected story of the effects of the rebellions on central Canada. Students of Canadian history will find this volume important in understanding subsequent political developments in the Dominion. The research is reasonably thorough, though some pertinent articles in scholarly journals are omitted. The style is generally clear and straightforward with an occasional awkwardness.

Criticism of the volume will center about the author's interpretations. In life, Riel divided his contemporaries into warring camps; in death, he performs the same disservice for historians. It seems impossible to be neutral—or completely persuasive—in judgments of this unfortunate man. The author is a moderate Riel partisan, and the virtues of Macdonald, Ontario, and the Orange order are in no danger of being bloated by his descriptions. His interpretations

are documented, but the same documents have yielded somewhat contrary interpretations to such anti-Riel writers as Macdonald's recent biographer, Donald G. Creighton. The reader of the present volume should, for the sake of balance, also read Creighton's, and, having done so, he will likely remain confused.

A GREAT RACE HORSE

The Dan Patch Story. By FRED A. SASSE. (Harrisburg, The Stackpole Company, 1957. 172 p. Illustrations. \$3.95.)

Reviewed by J. Frank Dobie

DAN PATCH may have been the best known and the most loved race horse that America has produced. Certainly one gets that impression from this book by Mr. Sasse. The horse's fame was due not only to his exploits but to the advertising genius of his final owner.

Dan Patch was foaled on April 29, 1896, in Indiana. At the age of four he weighed 1,165 pounds, stood sixteen hands high, and had become a favorite pacer at country fairs. Then a sportsman of Buffalo, New York, bought him for twenty thousand dollars. He had paced a mile in less than two minutes, approaching the world record, when in 1902 M. W. Savage purchased him for sixty thousand dollars and took him to his seven-hundred-and-fifty-acre farm on the Minnesota River, eighteen miles from Minneapolis. There Savage had one of the largest and most expensive stables ever built, with race tracks to match. He owned the International Stock Food Company, which had its headquarters in Minneapolis.

The impression got out that Dan Patch was the horse he was because he ate International Stock Food. After Dan Patch paced a mile in one minute and fifty-five seconds, Savage renamed his International Stock Farm Food "The Dan Patch 1:55 Stock Farm Food." Men smoked Dan Patch cigars and chewed Dan Patch tobacco. There were Dan Patch hobby horses, coaster wagons, and sleds. There was a Dan Patch washing machine, a Dan Patch curry-comb, a Dan Patch buggy whip.

MIR. DOBIE, a well-known writer and long-time editor of the publications of the Texas Folklore Society, is the author of numerous books and articles on that land of horses and cattle.

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Every great horse has a great rider or driver. Dan Patch had Myron McHenry, followed by Harry C. Hersey, who shared Dan's love of exhibition. According to the author, Dan Patch gave his best performances before large crowds. He expected applause and showed appreciation of it. He apparently liked to be photographed. The author says: "He paced his miles as he pleased. He was a personality." When he was pacing the world's record, he never seemed to be hurrying. One turf authority attributed this unhurried manner to "Dan's perfect mental balance."

On July 11, 1916, Dan Patch died of heart trouble at the age of twenty. His heart weighed nine pounds and two ounces as compared to a normal weight of five pounds. The next day M. W. Savage died. He had instructed the superintendent of his farm to have Dan Patch's body mounted. Various colleges for veterinarians over the country wanted it for study, but members of Savage's family had it buried. They were not interested in science.

The Dan Patch Story is without bibliography or index, but it reads like truth. It is easy, even delightful, reading. Its fault lies in the author's attitude of too much deference to the rich Savages.

ALL ABOARD!

The Railroad Passenger Car. By AUGUST MENCKEN. (Baltimore, The Johns Hopkins Press, 1957. 209 p. Illustrations. \$5.00.)

Reviewed by Frank P. Donovan, Jr.

THIS slender volume reviewing the "first hundred years" of the railroad passenger car is the first to cover the evolution of this vehicle. Unfortunately the history it offers is spotty, and it provides scarcely more than an introduction to a many-sided theme. Perhaps it is too much to expect one man or one book to adequately cover the whole field. But, subject to certain limitations, August Mencken's well-illustrated history fills a need heretofore unmet.

The book sketchily traces the development of the American passenger car from the day of stagecoaches on flanged wheels to the Burling-

ton Zephyrs of 1934. Mencken emphasizes particularly the earlier years, discussing the many ingenious and often impractical patents for improving the rail passenger carriage. One feels, however, that he dwells too much on gadgets and strange devices at the expense of the consistent and significant aspects of car improvement. The modern, high-speed car-truck, for example, is hardly mentioned. Nor is there any reference to the popular roomette, which is crowding the open-section sleeper out of existence. In short, Mencken's account of the passenger car's evolution has many missing links.

If the book does not bring the sleeper up to date, however, it at least covers the lives of the four sleeping-car magnates—Theodore T. Woodruff, Webster Wagner, George M. Pullman, and William Mann—in well-integrated capsule form. The volume also contains numerous illustrations, including drawings and cross sections of cars.

About half the text is devoted to "Accounts by Contemporary Passengers." Culled from a wide variety of domestic and English publications, the documents range in date from 1831 to 1891. Of interest to Minnesotans is a two-page description of William Hardman's trip over the Northern Pacific from St. Paul to Montana in 1883. Unlike most Englishmen, Hardman spoke highly of railroad travel in "the great Northwest," and he especially approved of the road's appointments.

TEACHERS' HELPER

Resource Guide for the Study of Minnesota. By FLORA MARTINSON and ALICE PETERSON. Edited by JOANNA OYAS. (St. Paul, The Minnesota Statehood Centennial Commission, 1957. viii, 120 p. Paper, \$.50.)

Reviewed by Mildred Loughrea

ALL WHO ARE interested in the study of our state will find this *Guide* a notable publication, deserving a high place among the fine contributions to the statehood centennial. Prepared under the direction of the centennial subcommittee on elementary and secondary education, its purpose is to fill the need for a complete bibliography for use in teaching the various aspects of the study of Minnesota. In order to

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assure its practicability, two classroom teachers were selected to do the reviewing and compiling. The choice was a happy one, for Mrs. Martinson and Miss Peterson have produced a comprehensive, up-to-date guide.

The pamphlet is intended to serve as a supplement to the state curriculum bulletins which provide direction in planning for the study of Minnesota. Materials to enrich and vitalize instruction, however, come from many sources. It would be impossible for the individual classroom teacher to screen all of them to select those best suited to a particular area of study. To facilitate the teachers' task, Mrs. Martinson and Miss Peterson reviewed textbooks, works of fiction, magazines, maps, graphs, films, filmstrips, slides, and tape recordings as well as other materials issued by public agencies and industries.

Their findings are compiled under five heading: "Natural Resources," "Conquest," "Stewardship," "Sharing and Receiving," and "Government." The listings are well annotated and appropriate grade levels are designated. Ease of availability was considered in selecting items, and an appendix lists sources of pageants and dramatizations.

This is a truly workable teacher's guide which will be of inestimable value, not only in this centennial year but for years to come. The authors have demonstrated that the confidence of the committee was well placed in selecting them.

FRONTIER CONFLICT

A SIGNIFICANT contribution to the history of *The War of 1812 in the Old Northwest* is Alex R. Gilpin's recent work published by the Michigan State University Press (East Lansing, 1958. 286 p. \$6.50.). The author, who is assistant professor in the department of humanities at Michigan State, offers interesting glimpses of the fighting career of Josiah Snelling, who in 1812 was a captain in the regular army and who later became the energetic builder of Fort Snelling. Robert Dickson, Minnesota fur trader, also appears briefly as a British Indian agent involved in the attacks made by Minnesota Sioux and Chippewa Indians upon the American-held posts of Mackinac and Prairie du Chien. The volume is of interest, too, for the light it sheds upon General Hull. To most people, he has seemed a rather weak commander, who sur-

rendered the key post of Detroit and most of the available troops on the northwestern frontier without offering much resistance. Dr. Gilpin brings Hull's problems into focus by presenting a new view of the almost impossible logistics faced by the general. W.M.B.

CHAIRS AND HISTORY

AN INDISPENSABLE TOOL for museum administrators and collectors of antiques is Marion Day Iverson's attractive volume on *The American Chair, 1630-1890* (Hastings House, 1957. 241 p. \$10.00.). As Alice Winchester, editor of *Antiques*, points out in a foreword, "all the major types of chair made in America from the days of the earliest colonies to the time of the Civil War" are represented in the book. The author's readable text sparkles with stories of famous chairs and their distinguished owners, and it is, in Miss Winchester's words, "illuminated by countless quotations from contemporary documents" that "give color and immediacy to the whole story of the chair." The material is treated chronologically, and detailed line drawings by Ernest Donnelly greatly enhance the book's value. The author, who until recently lived in Minneapolis, has included among her examples chairs in both public and private Minnesota collections. The book contains an index, a bibliography, and a handy list of museums and historic houses where some of the chairs may be seen. F.S.C.

NEWSPAPER GUIDE

THE PUBLISHER and the compiler, Donald E. Oehlerts, have made a distinct contribution to the field of historical research with the publication of a *Guide to Wisconsin Newspapers, 1833-1957*, a prodigious undertaking which lists the papers held by fifty-three depositories (Madison, 1958. 338 p. \$8.00.). Newspapers are wisely entered by name under the town and county in which they were published, and an alphabetical listing of editors and publishers is provided. The compiler's preface, written in a refreshing style and reflecting his grasp of the evolution of the press, makes one wish that Mr. Oehlerts would prepare a full history of the state's papers. The *Guide*, however, was not meant to be read; it is a valuable reference tool for librarians and students of Wisconsin history.

R.C.W.

. . . on the *HISTORICAL HORIZON*

LATER EVENTS in the life of John Marsh are touched upon in *Men to Match My Mountains* by Irving Stone (New York, 1956. 435 p.). Marsh, who figured in Minnesota history as Indian agent, schoolteacher, and compiler of the first dictionary of the Sioux language, left Minnesota about 1832 and wandered south and west, arriving eventually in California. There he became one of the small but powerful group of Yankees who promoted American immigration into the area. The present book, one of the *Mainstream of America Series*, recounts the opening of the Far West with particular attention to the colorful personalities who took part in it. R.G.

A SURVEY of the conservation movement during the first fifty years of the twentieth century by David C. Coyle has been published by Rutgers University Press under the title *Conservation: An American Story of Conflict and Accomplishment* (New Brunswick, 1957. 284 p.). As his title indicates, the author has not attempted to write a scholarly, objective history of the American conservation movement. Rather he is concerned with the many controversies that have characterized its development. Thus it is surprising that the long battle to preserve the Quetico-Superior canoe country does not receive attention. Mr. Coyle offers general, undocumented information on the development of the federal government's conservation policies and practices, devoting major space to forestry. Also included are chapters on the conservation of soil, water, fuels, wild life, and minerals. The book is not annotated and will be of interest only to the general reader seeking a brief introduction to the subject. J.D.H.

THE DETAILED STORY of *Smith and Wesson Revolvers* is told in a recently published book by John E. Parsons (New York, William Morrow and Co., 1957. 242 p. \$6.00.). With the expiration of Samuel Colt's patent in 1857, it was expected that considerable competition would develop among manufacturers of revolvers. But two experienced gunmakers, Horace B. Smith and Daniel Wesson, had already acquired patents for a metallic cartridge revolver that gave them almost as extensive a monopoly as Colt had previously enjoyed. Although the author's principal concern is with the technical development of the various revolvers made by Smith and Wesson, he also provides information on the business history of the firm. An appendix

includes a series of letters exchanged by Wesson and George B. Schofield, whose improvements were largely responsible for the success of the revolvers produced by the company in the 1870s. Numerous photographs, patent sketches, and copies of early advertisements enliven the book. F.S.C.

TO the October number of *Agricultural History*, Stanley N. Murray contributes an illuminating discussion of "Railroads and the Agricultural Development of the Red River Valley of the North, 1870-1890." Because the area's economy was so closely linked to the fortunes of the "railroads that served it," the author feels that the valley's history "provides a unique opportunity to observe railroad expansion, land colonization policies, and agricultural advancement." Mr. Murray analyzes the roles of the Northern Pacific and the St. Paul, Minneapolis, and Manitoba (now the Great Northern) in stimulating settlement there in the 1870s and 1880s. He describes at length the activities of James B. Power, who served as land agent for both roads at various times during the period. It was Power, the author says, who in 1876 induced Oliver Dalrymple to take over the management of large land holdings in the valley, and the latter "more than anyone else . . . developed the methods of bonanza farming in the area." With the active help of James J. Hill, Power also promoted diversified farming and carried on research in plant and livestock breeding. Mr. Murray concludes that the "initial role of railroads in opening this area to commercial agriculture, the relation of James B. Power to bonanza farming, the tremendous immigration to this valley between 1878 and 1884, and the extensive efforts of Power and James J. Hill in promoting agricultural change in this region constitute an important chapter in railroad colonization history."

A CONTEMPORARY'S account of the battle between James J. Hill and Edward H. Harriman for control of the Northern Pacific in 1901 is offered by Bernard M. Baruch in his autobiography, *My Own Story* (New York, 1957. 337 p.). The financier describes how he discovered that Harriman in "one of the most audacious strokes in Wall Street's history" was planning "a secret move to purchase in the open market a majority of the \$155,000,000 common and preferred stock of the Northern Pacific Railroad." Mr. Baruch's description of the wild

scene on the floor of the Stock Exchange on May 7, 1901, makes exciting reading. The author also recalls his investment in the Soo Line, which in 1904 was about to build a branch from Thief River Falls to Kenmore to increase its wheat traffic. Before the branch was opened, however, Mr. Baruch concluded "that the Thief River extension would prove a disappointment since most of the wheat would move to the head of the Lake and then east by water." J.D.H.

THE RELATIONSHIP between *The Port of Chicago and the St. Lawrence Seaway* is discussed by Harold M. Mayer in a book published recently by the University of Chicago Press (1957. 283 p.). The author does not believe that the port of Duluth-Superior will receive a large share of the expected traffic of the seaway for, he says, its "hinterland . . . which is primarily agricultural" will not in the near future support enough international trade to warrant "regular scheduled" sailings. A useful chapter sketches the history of water traffic on the St. Lawrence and presents many statistics to show the volume of commerce carried on the Great Lakes and industrial expansion in its tributary area. Mr. Mayer describes the facilities of the major lake ports and ventures estimates of the effect the seaway will have on each of them. R.G.

A WATER COLOR view of "An Indian Encampment on Big Stone lake, head of the St. Peter" by Samuel Seymour is reproduced with a "Footnote to Indian Iconography" by Marvin Ross in the November issue of *Antiques*. The picture, which is owned by the Maryland Historical Society, is the "only identified original water color made by Samuel Seymour" during Stephen H. Long's expedition of 1823 in Minnesota. To the same issue of *Antiques*, John Francis McDermott contributes a brief account of "Some Rare Western Prints by J. C. Wild," depicting views on the upper Mississippi.

THE MINNESOTA SCENE

BRIEF comments on publications of historical significance issued in connection with Minnesota's statehood centennial will be presented in a special section of the next issue of this magazine.

THE LATEST in the series of reprints of historical works dealing with the Upper Midwest to be published by Harlow Ross of Minneapolis is Marcus L. Hansen's classic study of *Old Fort Snelling*, originally issued in 1918 (1958. 270 p.). The publisher has added sixteen pages of wel-

come illustrations which enhance the value of the text. An introduction by Russell W. Fridley, the Minnesota Historical Society's director, is a revised and expanded version of his article in the December, 1956, issue of this magazine.

THE AMERICAN Association for State and Local History has conferred on the Forest History Foundation of St. Paul an award of merit for its "outstanding contributions" to the field of history. The presentation was made at the foundation's annual dinner meeting on April 23 in Minneapolis by Dr. Clifford L. Lord, president of the association.

A DETAILED statistical study of historic land use and crop production in the Whitewater River Valley is contributed by Hildegard Binder Johnson to the December number of the *Annals* of the Association of American Geographers. Writing under the title, "King Wheat in Southeastern Minnesota: A Case Study of Pioneer Agriculture," Mrs. Johnson examines the often repeated idea that wheat was practically the only crop produced in the area for two decades after settlement began. She concludes that this "view is based largely on contemporary literature which not only described the production of wheat but promoted it," and that it is not borne out by agricultural statistics. To document her point, the author evaluates original federal census data for Winona, Wabasha, and Olmsted counties in 1859 and 1869, concluding that on the basis of acreage and production figures wheat can be considered "a major crop" in 1859 and "the outstanding, but not the only crop" a decade later.

IN a series of six articles, appearing in issues of the *Conservation Volunteer* for 1957, various authors sketch the "History of Natural Resources" in Minnesota. In the January number, William Trygg calls attention to the timber and mineral resources of the Arrowhead country in northeastern Minnesota. The destructive use of Red River Valley lands for wheat farming in the nineteenth century, the later diversification of agriculture in that region, and the lumbering and commercial fishing enterprises on the Red Lake Indian Reservation are described by Agnes Harrigan Mueller in the March issue. Lumbering, quarrying, and agriculture in west-central Minnesota are treated by Mabel Otis Robison in the May number, and in July Rigmor O. Stone offers a historical sketch of the development of the Coteau des Prairies with special emphasis on its wild life, major crops, and quarrying and brick manufacturing in the upper Minnesota Valley. The east-central portion of the state is

the subject of a fifth article by Cliff Sakry in the September *Volunteer*. The author comments that this region saw the most "wasteful and careless" use of the state's natural resources in the destruction of the forests along the Rum and St. Croix rivers. In the final installment of the series, published in November, Matt Saari terms the southeastern section of the state "the cradle of Minnesota," for it was there that settlement of the area began. He notes the recent development of iron ore in Fillmore and Mower counties, and the problem of erosion—particularly in the Whitewater Valley—that has sapped much of the agricultural value of the soil there.

"THE Discovery of Minnesota" is the subject of a bibliographic essay by John Parker in the Fall number of the mimeographed *Bulletin* of the Minnesota Council for the Social Studies. The writer calls attention to some important maps and printed works in the James Ford Bell Collection of the University of Minnesota that document "the approach of the white man to the western end of the Great Lakes and the headwaters of the Mississippi" in the fifteenth, sixteenth, and seventeenth centuries. Included are volumes in many languages ranging from a French mathematical treatise published in 1528 that contains "the first printed reference to a waterway penetrating the continent in the vicinity of the St. Lawrence," to contemporary works that shed light on the voyages of Cartier, Champlain, and the explorations of the Jesuits, Joliet and Marquette, and Du Luth and Hennepin. To the same issue, G. Theodore Mitau contributes an informative discussion of "Minnesota Political Party Organization and Development," a study that also appears in the 1957 edition of the *Minnesota Legislative Manual*. Mr. Mitau describes the workings of political parties in the state and summarizes twentieth-century voting trends. He concludes that for many years Minnesota has "been one of the few American states where third parties were able to win office, fame, and sometimes, notoriety."

SHORT biographical sketches of the twenty postmasters who have served the city of St. Paul from 1847 to 1958 appear in a mimeographed booklet which is somewhat misleadingly entitled *Postmasters of Minnesota from Territorial Days to the Present* (St. Paul, 1958. 9 p.). Beginning with Henry Jackson, who was the city's sole postal employee in 1847, the booklet devotes a brief paragraph to each of his successors.

SOME *Recollections of Manitou Island, White Bear Lake, Minnesota*, have been recorded in a

recently published pamphlet by Carl B. Drake, a long-time resident there (St. Paul, 1957. 24 p.). The author endeavors to provide dates, names of owners, and other interesting facts about "all the houses built on the island." He also offers a short sketch of the founding of the Manitou Island Land and Development Company in 1881 by William R. Merriam and others. A plat of the island in 1886 is reproduced in the booklet.

CAREFUL research is evident in Robert D. Davis' interesting two-part article on "Life Insurance on the Frontier," which appears in the March and April issues of *Northwest Insurance*. Mr. Davis states that life insurance policies were first issued to Minnesotans in 1850, when Dr. Charles W. Borup, Charles H. Oakes, and Captain J. B. S. Todd were insured by three large eastern companies. The author gives the names of many early Minnesota life insurance agents, and he offers informative quotations from their correspondence. He sketches the history of the Minnesota Mutual Life Insurance Company of St. Paul (not connected with the present firm of that name), founded in 1856 by Henry H. Sibley and others and sold in 1875 to the Northwestern Mutual Life Insurance Company of Milwaukee, which had been active in Minnesota since 1861. Further information on these firms may be found in a recent volume by Harold F. Williamson and Orange A. Smalley entitled *Northwestern Mutual Life: A Century of Trusteeship* (Evanston, 1957. 368 p.).

SOME "Notes on the Medical History of Becker County" by Dr. G. G. Haight appear in issues of *Minnesota Medicine* for October, 1957, and January, 1958. They consist largely of biographical sketches of doctors who are known to have practiced in the area from 1869 to the 1920s.

THE FIRST issue of a mimeographed bulletin entitled *Brown County's Heritage* was issued by the Brown County Historical Society in January (7 p.). It contains brief bits of local history and news of the organization's activities. Included are accounts by Fred W. Johnson and Leota M. Kellett of the fraudulent election of 1857 and the diphtheria epidemic of 1881.

BEGINNING with its Winter number, the mimeographed *Bulletin*, issued for many years by the Hennepin County Historical Society, appeared in printed form under a new name, *Hennepin County History*. The attractive illustrated magazine contains brief articles describing the county society's new building and

museum, and outlining the organization's development over the past twenty years. An account of "How Our Famous St. Anthony Falls Were Saved in 1869" is included, and a reminiscence of "Old North Minneapolis" is contributed by William J. Hamilton.

The Hennepin County society also published recently an illustrated booklet by Bergmann Richards on *The Early Background of Minnetonka Beach* (Minneapolis, 1957. 109 p. \$2.50.). The new work offers an expanded and revised version of the material contained in Mr. Richards' earlier pamphlets on *The Village of Minnetonka Beach* (1954, 1955). It provides information on the Indians of the Lake Minnetonka area, early explorers, visitors, and settlers there, life at the Hotel Lafayette in the 1880s and 1890s, and notable figures in sports, politics, and business who were a part of the "Colorful Summer Colony" before 1914. Of interest also is a list of the names of original lot owners on Lafayette Bay, which formed the nucleus of settlement for Minnetonka Beach.

THREE ARTICLES by C. O. Heidal on the growth and decline of Pipestone as a "Bustling Railroad Center" appear in issues of the *Pipestone County Star* for August 26, November 4, and January 27. In the first two installments, the writer outlines the financing and building between 1879 and 1888 of four railroads that were absorbed by the present lines of the Chicago, Milwaukee, and St. Paul; the Rock Island; the Chicago, St. Paul, Minneapolis, and Omaha; and the Great Northern. The author pictures the rise and fall of railroad traffic by utilizing old newspaper files, train schedules, and statistics on the volume of goods carried to and from Pipestone.

NEWS OF THE SOCIETY

A SECOND PRINTING of the *Gopher Reader*, an anthology of selected reprints from the *Gopher Historian* magazine reviewed elsewhere in this issue, has been ordered to fill the many requests received for this popular volume. Four thousand copies, the entire first printing of the cloth-bound edition, were sold between March 10 and mid-May, and only a few of the paper-covered books remain in stock. Financed by the Minnesota Statehood Centennial Commission, the volume has proved to be the best-selling work issued by the society since *The Voyageur's Highway* by Grace Lee Nute made its appearance in 1941.

A RECORD TURNOUT of 670 persons attended the society's one-hundred-and-ninth

annual meeting on May 1. Held in Coffman Memorial Union on the campus of the University of Minnesota in Minneapolis, the event featured a talk by Dr. George A. Selke, Minnesota commissioner of conservation, on "Beginning the Second Century"; a dinner menu that included such pioneer foods as buffalo and salt-rising bread, and a county historical society institute. New members named to the society's executive council on the occasion are Samuel P. Adams of Fergus Falls, Kenneth Bjork of Northfield, Wilbur E. Elston of Minneapolis, Donald D. Harries of Duluth, the Very Reverend James P. Shannon of St. Paul, and Dr. Lewis I. Younger of Winona. They replace Julian B. Baird, Felton Colwell, W. E. Dahlquist, Walter K. Mickelson, James L. Morrill, and Karl G. Neumeier. Mr. Baird and Mr. Morrill were elected to the honorary council.

THE SOLON J. BUCK Award for 1957 was presented to Carl H. Chrislock for his article on "The Alliance Party and the Minnesota Legislature of 1891," published in the September, 1957, issue of this magazine. The award, which carries with it a prize of fifty dollars, is given each year to the author of the best article appearing in the society's quarterly. The selection for 1957 was made by a committee of three, named by the society's president, with Professor Theodore L. Nydahl of Mankato State College as chairman.

THE FOLLOWING resolution, drafted by Mr. Bergmann Richards and adopted by the executive council at a meeting on April 21, was occasioned by the resignation last December of Miss Nute as research associate on the society's staff:

Whereas, during the course of her distinguished public service, from 1921 to 1946 as curator of manuscripts of this society, and from 1946 to December, 1957, as its research associate, and during all those years as one of the major historians of Minnesota and a teacher of Minnesota history, Dr. Grace Lee Nute has, through her exhaustive research at home and abroad, the scholarly objectivity of her approach, and the breadth of her understanding, filled out missing and colorful chapters of the story of Minnesota and the north country, especially that of the explorer and fur trader and voyageur, and has contributed immeasurably to the understanding of our past and to the adequacy and usefulness of this institution as a modern historical society and given it luster and stature, and

Whereas, through her countless and authoritative lectures and articles and her numerous books, all based upon original research in manuscripts and papers such as the records, archives, and registers of Netherby Hall, Somerset House, the Guildhall Library, the venerable Royal Society of London, and the vast

collections of our own society, the journals of the Jesuits and Recollects, the minute books, ledgers, letterbooks, and miscellany of the fur companies and traders and French explorers in new and old France, and by the catholicity of her interests and activities as a historian, an educator, a curator of manuscripts, and a nature-loving follower, by canoe and snowshoe, of the trails of the Caesars of the Wilderness and of the rollicking, irrepressible voyageur, she has stimulated among the people of our state a provocative and an enlightened interest in our social, economic, and cultural backgrounds, and

Whereas, by and through her initiative and resource, this society's collection of manuscripts has been so enriched, and the methods and practices employed in preserving and administering them have been so advanced and modernized, as to win national recognition and leadership for the society as a pioneer in this important and productive field,

Now, therefore, upon her retirement from the staff of this society, after a term of service extending over one third of its life span, be it unanimously resolved that this tribute of recognition and appreciation of her unique place in the record of Minnesota historical scholarship and of her invaluable service and accomplishment be spread upon the minutes of the executive council and be published in the society's quarterly magazine, *Minnesota History*, and that a copy hereof, appropriately inscribed and embossed, be transmitted to her.

TO COMMEMORATE the hundredth anniversary of the publication of the first history of Minnesota, the society on May 18 sponsored an address on its author, Edward Duffield Neill. On that occasion more than forty persons gathered in the Weyerhaeuser Room of the Historical Building to hear Dean Huntley Dupre of Macalester College discuss "Neill as Pioneer, Educator, and Historian." A special exhibit of books and pamphlets published in 1858 as well as as printed items dealing with Neill's career was arranged in the first floor corridor.

THE SIXTH annual Teachers' Institute in Minnesota History, which will have for its theme "Pioneer Life," will be held in the Historical Building under the society's auspices on October 9. Professor Philip D. Jordan, a member of the history department in the University of Minnesota, will address the elementary education section of the institute, and the Very Reverend James P. Shannon, president of the College of St. Thomas, will be the featured speaker in the secondary education session.

A PRINTED BROCHURE, describing twelve tours to be conducted by the society to areas of historical interest in the state during the summer of 1958, has been mailed to members. Major historic sites of interest along each route are pictured, a brief text describes the history of the

region to be visited, and bus rates and reservation information are included for each tour. Prepared by Mr. Wheeler, the society's assistant director, the booklets are available upon request to anyone who wishes to participate in this centennial tour program.

RECENT publications by members of the society's staff include "A Sketch of Minnesota" prepared by Mr. Fridley which was read into the *Congressional Record* by Senator Hubert Humphrey and printed separately as *Senate Document No. 99*, second session of the Eighty-fifth Congress. The society's director also contributed a historical introduction outlining the development of the area to the newly published *Who's Who in Minnesota*, and he is the author of an account of the society's founding published in the Winter number of the *Bulletin* of the Minnesota Council for the Social Studies under the title "The Oldest Institution in Minnesota." An article by Mr. Dunn, the society's librarian, on "Dunbar, the Murderer" may be found in the Spring issue of the *New York Folklore Quarterly*. A long excerpt from an account of the career of George Bonga, written by Mrs. Holmquist, the society's associate editor, and originally published in the *Negro Digest* for May, 1950, was reprinted in the March 28 issues of the *St. Paul Recorder* and the *Minneapolis Spokesman*. It is one of a series on "The History of the Negro in Minnesota" prepared for those newspapers by Maurice Haynes.

A TWO-PART article entitled "A Century of Minnesota Wild Life" by Walter J. Breckenridge, which appeared in issues of this magazine for June and September, 1949, has been reprinted in pamphlet form by the Minnesota Museum of Natural History. Copies of the booklet are available from the society at sixty cents each.

A TYPESCRIPT of the minutes of a conference held April 23 and 24, 1934, at Hayward, Wisconsin, between representatives of the federal Indian bureau and the tribes of Minnesota, Wisconsin, and Michigan, has been presented to the society by Dean Julius Nolte. At the meeting, the Indians were told about the provisions of the proposed Wheeler-Howard bill and asked for their opinions on it. The bill was later passed as Public Law 383 (1934). "An Act to conserve and develop Indian lands and resources." The ninety-page manuscript contains the speeches of the Indian bureau representatives and the Chippewa, Sioux, Oneida, Menominee, Stockbridge, Pottawottomie, and Winnebago Indians who attended.



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