

Diving Into the Past: Theories, Techniques, and Applications of Underwater Archaeology. Edited by JUNE D. HOLMQUIST and ARDIS H. WHEELER. (St. Paul, The Minnesota Historical Society, 1964. vii, 111 p. Illustrations. Paper, \$3.50; cloth, \$4.50.)

Reviewed by Luis Marden

MAN has only recently begun to penetrate that historical deep-freeze, the sea. When land-bound archaeologists opened some of the most carefully concealed ancient Egyptian tombs, they found that grave robbers had preceded them by more than two millennia, but the sea has kept its treasures inviolate until the past few years. The invention of the aqualung at the close of World War II released a legion of free divers into the sea, and their rapidly augmenting numbers make it mathematically certain that the quantity of valuable finds will increase with geometrical progression. It is as though thousands of single-seater spaceships had landed simultaneously on another world, and I confidently predict that the multitude of searchers of that liquid planet, the sea, will bring back spectacular and splendid things in the next few years.

Only recently, however, have professional archaeologists begun to accept underwater archaeology as a serious field of endeavor. In April, 1963, the Minnesota Historical Society sponsored a conference on the subject—one of the first to be held in the United States. The proceedings of that meeting have now been published in an attractive illustrated volume.

The book begins by defining underwater archaeology as “the recovery and interpretation of human remains and cultural materials of the past from under water by *archaeologists*.” Since it is much easier to teach a trained archaeologist to dive than to make a qualified archae-

ologist of a sport diver, the fundamental work should, of course, always be done by the professional. Doubtless, however, there will always be a place for the serious amateur, both as a pioneer discoverer and explorer of archaeological sites, and as an assistant working under the direction of a professional.

One author deplores the irresponsibility of most divers. His feeling is certainly understandable. Diving has become the last stronghold of the thrill-seeking youngster. A generation ago, the same type infested the flying fields, but a war and a whole nation of chauffeur-pilots have changed that. Rockets will always be too complicated and too expensive for the private owner, so the perennial juvenile is making his last stand under water. Of course responsible and mature divers also exist, but there are, unfortunately, fifty of the former type for every one of the latter. Perhaps the boys will grow up along with the art.

As a practitioner of underwater photography, I am bound to say that I do not agree with some of the conclusions presented in the paper on that subject. Under water, where compactness and ease of handling count for much, there is absolutely no need to use a picture size larger than that obtained on thirty-five millimeter film with the so-called miniature cameras. To do so is to turn one's back on the technical advances of the last thirty years. A greater range of cameras, lenses, and films is obtainable in thirty-five millimeter than in any other size, and with modern, nearly grainless emulsions, enlargements of any size can be made. Also, one cannot dispense entirely with filters under water; in black-and-white photography they are nearly obligatory, and they are often useful in color work.

Mapping with cameras can be a valuable tool for the underwater archaeologist, but I never cease to be surprised at the unfamiliarity of American photographers with the underwater correction lens, which has been produced commercially for some years in France. By its use,

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the mapping archaeologist — as well as the general photographer — can avoid all distortion in his submarine photographs.

Diving Into the Past also contains papers on applications and techniques, on identification and preservation of finds, on the legal aspects of archaeological diving, and a series of descriptions of specific projects. The sections devoted to techniques of excavation and preservation of artifacts are particularly useful. The adaptations of standard methods to underwater work described in two papers by George F. Bass of the University of Pennsylvania are the most advanced in the world. Taken together the contributions included in the volume are a mine of practical and absorbing information.

PRESERVATION AND PROGRESS

Historic St. Paul Buildings. By H. F. KOEPER. Photographs by EUGENE D. BECKER. (St. Paul City Planning Board, 1964. 116 p. Paper, \$1.00; cloth, \$4.50.)

Reviewed by Raymond S. Sivesind

IN 1960 the city planning board of St. Paul established a historic sites committee, comprised of architects, historians, and civic leaders. *Historic St. Paul Buildings* is the report of this committee's findings and recommendations. The important message contained within this book is not a new one, but its urgency probably never was greater than now. In a brief, clear, and direct presentation, it effectively challenges the concept that the replacement of old buildings by new ones automatically means "progress."

In the past, the disappearance of community landmarks usually proceeded on an individual basis as a structure either died a natural death through disuse and deterioration, or met a sudden and dramatic end before the relentless attack of the bulldozer. Today, however, as federal funds have become available for large-scale urban renewal projects, the pressure has intensified on entire "downtown" areas in our large cities. While the committee does not oppose urban renewal, recognizing the need for and the benefits of this activity, it recommends

that such a program work toward a mixture of "high quality *old and new* buildings that best serves the diverse urban function and reflects the city's unique local history."

Six recommendations made by the historic sites committee can well be applied by other community surveys to similar preservation problems throughout America. They include: continuing programs to erect markers at significant buildings and sites; floodlighting at night to accent interesting features of distinctive buildings; promotion of "historic walks" and bus tours for school children, tourists, and convention visitors; improved maintenance of older buildings to prolong their effective use; relocation of significant buildings in parks or in historic commercial areas; promotion of continuing detailed studies.

The eighty-nine buildings and sites treated in this book are grouped under public buildings, business blocks, schools, residences, churches, and miscellaneous sites. Illustrated with magnificent, well-selected photographs ranging from full-view exteriors to close-up detail studies of imposing ornamental features, the text effectively equates the history of a city with the development of its architecture. *Historic St. Paul Buildings* ought to be of major interest and value to architects, urban historians, city planners, and preservationists. Because it portrays so much history of Minnesota's capital city, it should also be very helpful to teachers and students and to everyone interested in the heritage of St. Paul and the state of Minnesota. The historic sites committee deserves congratulations for this excellent report, and the city planning board of St. Paul merits commendation for initiating the survey.

WHEELS WESTWARD

The Transportation Frontier: Trans-Mississippi West, 1865-1890. By OSCAR O. WINTHER. (New York, Holt, Rinehart and Winston, 1964. xiv, 224 p. Maps, illustrations. \$6.00.)

Reviewed by Helen McCann White

THIS VOLUME is one of a projected series of eighteen *Histories of the American Frontier*. Each, in the words of Ray Allen Billington, the series editor, "tells a complete story." It was too much to expect 163 pages of text to encompass

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a complete story of the transportation frontier in the trans-Mississippi West. Instead Mr. Winther has wisely marked out the less ambitious goal of attempting to write a "brief history of the transportation developments" in this area and of relating "these developments to American frontier life." Undergirding the text are forty-five pages of footnotes and bibliography, which draw upon wide-ranging but chiefly published sources; enhancing it are more than thirty attractive illustrations.

A vast amount of entertaining material is presented, but the book has serious defects. It is not a coherent narrative but rather collections of details, drawn from many a trail and journey and grouped together in chapters on emigrant travel, freighting, stagecoaching, Indians and outlaws, steamboat and railroad transportation, and finally, bicycle riding and the contributions of the League of American Wheelmen to the good roads movement. The dates 1865-1890 seem arbitrarily chosen, and the author has understandably failed to confine his story within them. The text is cluttered, repetitious, carelessly written, and poorly edited in many places. Overworked adjectives such as "impressive," "amazing," "remarkable," and "curious" more often confuse than instruct. Generalizations about the end of the transportation frontier, about western travel during the Civil War, and about the role of the federal government are not supported in detail, or are elsewhere contradicted by other broad statements.

Students of Minnesota and northwestern history will recognize errors concerning the wagon roads authorized by Congress in 1865, Captain James L. Fisk (not Fiske) and the northern overland wagon trains of the 1860s, and the Red River trails (not trail). Captain William F. Davidson is mentioned briefly in a chapter on steamboating, but the author has not used the Davidson Papers in the Minnesota Historical Society, nor does he refer to Robert C. Toole's recent studies of transportation in this area.

Virginia City, Montana, was not founded in the quarter century before 1860; the organization and military protection of wagon trains was authorized by Congress long before 1865; and

General Pope's regulations for wagon trains in 1864 preceded those of Generals Sherman and Dodge in later years. Among other obvious errors are the captions for illustrations purporting to be of St. Louis, Missouri, and Fargo, North Dakota, during the steamboat era. It should also be noted that northern overland emigrants, as well as freighters, used the conveyance known as the farm-style, Yankee, or thimble skein wagon. Oxen and cattle were used with these wagons for the reasons given by Mr. Winther and for two other reasons not given: Indians were more apt to steal horses than cattle, and cattle were able to graze more easily than horses on the short grass of the plains.

A larger view of Indian life, of military events and policies, and of the physical environment would perhaps have helped to show in a more comprehensive way how these factors influenced western transportation. But what is lacking above all in this "brief" history is the living presence of the vast trans-Mississippi West itself. It is lost in the clutter of people and conveyances traveling its myriad trails.

CHILD WELFARE CHAPTER

Children West: A History of the Placing-Out System of the New York Children's Aid Society, 1853-1890. By MIRIAM Z. LANGSAM. (Madison, The State Historical Society of Wisconsin, 1964. x, 91 p. \$2.25.)

Reviewed by Ethel McClure

MID-NINETEENTH-CENTURY New York City faced a problem created by thousands of destitute and homeless children who "roamed the streets, slept in doorways and cellars, begged, stole, and even committed murder in broad daylight." Attempts to redeem them through traditional educational and religious training programs met with little success. In 1853, a new approach was urged by the Reverend Charles Loring Brace, which resulted in the formation of the Children's Aid Society.

Children West is the story of the society's placing-out system—its "most distinctive and controversial contribution to child welfare"—which resulted in the wholesale transportation

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of thousands of young vagrants to southern and western states for placement in family homes. Drawing on annual reports and other contemporary sources, Miss Langsam describes the development of this program.

The pattern was set by the first trip west. In September, 1854, forty-six boys and girls between the ages of seven and fifteen journeyed under the care of the Reverend E. P. Smith to Dowagiac, a "smart little town" in Michigan. They arrived at three o'clock on a Sunday morning and spent the rest of the night on the floor of the railroad depot. Later "the whole 'ragged regiment' . . . trooped into church. At the close of the sermon Smith explained to the congregation the purposes of the Children's Aid Society. The residents responded to his appeal for homes and claimed the entire lot. Each promised to furnish his child with a good education and to give him one hundred dollars when the child attained the age of twenty-one." In exchange for board, room, and education, the child was to perform such work as required by his foster parents.

Although the society received considerable acclaim and financial support, it was also the target of many criticisms, including bitter charges of proselytizing. Much of the book is devoted to an analysis of the controversies and to the findings of resulting investigations. The most significant of these was conducted in 1884 by Hastings H. Hart, secretary of the Minnesota board of corrections and charities. Hart's study covered 340 children placed in seven southern Minnesota counties within a three-year period. By means of records, correspondence, and interviews, he attempted to answer four basic questions: "Was the Society sending out vicious and depraved children? Were the children ill-used, and were they hastily placed without proper investigation? Did the Society abandon the children, leaving them to shift for themselves without further care? And finally, did the majority or any large proportion swell the ranks of 'pauperism and crime?'" Hart's conclusions were generally favorable to the society's program, and his report was widely accepted as the most comprehensive and unbiased study available.

In evaluating Brace and his placing-out system, the author points out that modern critics have noted failings which Brace's contemporaries did not recognize. However, these critics have judged Brace in terms of modern stand-

ards, completely ignoring his problems and circumstances. In her well-documented story she has succeeded in re-creating the times for the reader. Brace himself emerges as a pioneer with a mission, whose efforts — in spite of some failures — undoubtedly benefited thousands of waifs who were given an opportunity to "help themselves" in a new environment.

Miss Langsam's study is an absorbing narrative in itself and records an important chapter in the child welfare movement. It should be of interest to lay readers as well as to professional historians and social workers.

NORWEGIAN NOVELIST

O. E. Rølvaag: Nordmann og Amerikaner. By GUDRUN HOVDE GVALE. (Oslo, Universitetsforlaget, 1962. 436 p. N.kr. 24.—.)

Reviewed by Gerald Thorson

MRS. GVALE'S study of Ole E. Rølvaag's life and accomplishments, the first book-length appraisal of the author to appear in Norway, is chiefly a biographical essay, although it does contain interpretation and evaluation of Rølvaag's work. Written in *Nynorsk* by a teacher in Telemark, the volume is intended for the general reader and younger student rather than for the literary specialist. Yet it is scholarly and competent.

The focus of the book is on Rølvaag as a Norwegian. Although American influences are not entirely neglected, Mrs. Gvåle is primarily interested in the cultural situations in Norway and among Norwegian immigrants to America. To her, Rølvaag is a definite product of the literary and intellectual movements in Norway and Norwegian America — not an isolated midwesterner. The organization of the book into three main sections — Rølvaag the man, the teacher and leader among Norwegian immigrants, and the author — necessitates some repetition; it also keeps Mrs. Gvåle from presenting a study of the author's development. Instead the reader is given the story of a man who was also a writer.

In each section the author places Rølvaag in

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the larger literary and cultural scene. While these discussions tend to be brief, they are vivid and adequate. The reader might quarrel with some statements and generalizations: her estimation of Boyesen's popularity among Norwegian immigrants; her evaluation of *Amerika-breve* as Rølvaag's most successful book before *Giants in the Earth*; her conclusion that no American influence is found in Norwegian-American literature before 1900 (Peer Strømme owed much to Mark Twain); and her statement that Buslett's *Torstein i nybygden* (1897) was the first attack on materialism (the Jansons were vehement in their attacks in the 1880s). Yet the book does not lack vitality and concreteness, and this reviewer finds himself in agreement with the author's general interpretation.

Although Mrs. Gvåle relies mainly on Rølvaag's letters and on other primary sources, she does not hesitate to mix fact with conjecture. The result is vivid writing but not always factual reporting. Even more disturbing is her use of episodes in Rølvaag's novels as his own experiences. She sees the driving impulse in his work to be the needs of his fellow immigrants, and she finds it best when it is the most Norwegian. His entire life, she says, is an illustration of the cultural philosophy that permeates his writing: "The best Norwegian is the best American."

GUIDE TO MAPS

SOME eight thousand maps, charts, and plans are described in *Civil War Maps in the National Archives*, a new publication of the National Archives and Records Service (Washington, 1964. xxi, 127 p. Illustrations. \$.75). All of the items, which generally date from the war but which do include a few postwar pieces, are in the cartographic branch of the National Archives. In Part 1, which gives an over-all account of the kind and number of maps, 187 holdings are listed, each containing from a few to several hundred separate items. The holdings vary in their content from maps of military divisions and departments to plans of fortifications in Florida, and they include battlefields ranging from Wilson's Creek, Missouri, to Bentonville, North Carolina. In Minnesota such things may be found as the barracks and stables at Mankato, the buildings at the Winnebago Agency, Fort Ridgely, and the stables at St.

Peter. Part 2 lists maps of exceptional interest selected from Part 1 and contains 267 items. Number 5, for example, gives the gauges of southern railroads; numbers 62-65 show routes of Sherman's march from Atlanta to Savannah, usually with a scale of four miles to an inch; number 191 gives the battlefield at Franklin, Tennessee, with successive Union and Confederate positions shown in blue and red at a scale of one sixth of a mile to an inch. A generous index lists both places and individuals. Robert E. Lee, for example, has six references, and Ulysses S. Grant has twelve, while Fort Hindman, Arkansas, has three. This publication will be very useful to the student of the Civil War and is another example of the superior work of government agencies in providing bibliographic and other aids for scholars and interested laity.

Rodney C. Loehr

INDUSTRY STORY

HERMAN STEEN gives a prominent place to Minnesota industry in *Flour Milling in America* (Minneapolis, 1963. 455 p.). The first portion of the volume reviews milling history from the age of primitive man to the present. It contains a great deal of information on the emergence of Minneapolis as the nation's milling capital in 1880 and its maintenance of this position for fifty years, showing the relationship of transportation, wheat growing, marketing, and consumption patterns to the Minneapolis industry. Chronicled, too, is the rise of great milling corporations, beginning with the formation of the Pillsbury-Washburn Flour Mills Company in 1889, as well as the impact of new milling methods developed in Minnesota on the geographic movement of the industry within the nation. The second portion of the volume lists the milling corporations in the nation that have operated plants of at least a thousand hundredweight capacity since World War I. The list, which is arranged first by state and then by city, includes most of the prominent firms that have operated in Minnesota. Particularly welcome in both sections is the information given on Minnesota milling for the past thirty years, a period not covered by earlier scholars. The absence of footnotes, bibliography, or an extended note on sources limits the usefulness of an otherwise valuable book.

Lucile M. Kane

. . . on the *HISTORICAL HORIZON*

A CONSIDERATION of *Canada-United States Treaty Relations*, edited by David R. Deener, has been published for the Duke University Commonwealth-Studies Center (Durham, North Carolina, 1963. 250 p.). The volume is the result of a conference held at Duke University in the summer of 1961 at which the theme of United States-Canadian relations was continued from earlier seminars. Papers by eleven contributors examine, in addition to general aspects, three specific problem areas: boundary waters, defense, and economic relations. An essay by G. V. La Forest of the University of New Brunswick on "Boundary Waters Problems in the East" includes a brief account of the Boundary Waters Commission and Canadian-United States cooperation in the St. Lawrence Seaway project. An index, a bibliographical note, and a useful list of treaties and agreements are appended.

A USEFUL supplement to *A Bibliography of the Prairie Provinces to 1953* has been compiled by Bruce Braden Peel and published by the University of Toronto Press (1963. x, 130 p. \$5.00). It lists 475 books and pamphlets dealing with Canada's prairie areas. They are arranged chronologically by date of publication, as was the original work, which was noted in *Minnesota History* for June, 1957. A list of the libraries whose holdings are represented as well as subject, author, and title indexes, and corrigenda to the original volume are provided.

THE FIRST volume of a series planned as *A Guide to the Manuscript Collections of the Bancroft Library*, edited by Dale L. Morgan and George P. Hammond, has been published by the University of California Press (Berkeley, 1963. 379 p.). The manuscripts listed and described are those which deal with Alaska, the Pacific islands, British Columbia and the Yukon, and the western states, excluding California. The material within each of the geographic units is handled alphabetically, and a detailed index of fifty-four pages at the end of the book enhances its usefulness. The part of the collection described in the present volume contains numerous items relating to the fur trade but only a few pieces of Minnesota material.

RELIGION, as it reflects and contributes to history, is the subject of Edwin S. Gaustad's *Historical Atlas of Religion in America* (New York, 1962. 179 p.). Illustrated with many maps, charts, graphs, and tables, the book is organized in three main chronological divisions: 1650 to 1800; 1800 to 1960, colonial and large noncolonial bodies; 1800 to 1960, additional noncolonial groups. A fourth category is devoted to special aspects of religion in this country, including minority groups such as Indians, Jews, and Negroes, and the geographically isolated areas of Alaska and Hawaii. Among names familiar to Minnesotans are those of Frederic Baraga, Pierre-Jean DeSmet, Stephen R. Riggs, and John Ireland, who is called "the most conspicuously successful organizer and colonizer" and who "in general made of Minnesota 'the center of Catholic culture for the entire Northwest.'"

VARIOUS ASPECTS of *The Catholic Campus* (New York, 1963. 204 p.) are considered by Edward Wakin, who gives special attention to eight colleges and universities. Noting that "Catholic higher education in the United States is largely a twentieth century development," the author points out that it "has moved ahead dramatically in the postwar period, comparing favorably with its regional counterparts in the secular field." Mr. Wakin devotes one chapter to examining the story and traditions of St. John's University at Collegeville — "the largest Benedictine monastery in the world, probably the country's most revolutionary example of Catholic church architecture, and one of America's most 'completely-on-campus' boarding colleges." Mention is also made of the College of St. Catherine in St. Paul, one of the three largest Catholic women's colleges and the only one of these "empowered to award a Phi Beta Kappa Key."

OF VALUE to students of folklore and, particularly, of musical culture will be the revised, augmented, and corrected two-volume work by Charles Haywood, *A Bibliography of North American Folklore and Folksong* (New York, 1961. 1301 p.). Originally published as a single book in 1951, the work is divided in this new edition into *The American People North of Mexico, Including Canada*, and *The*

American Indians North of Mexico, Including the Eskimos. In both volumes a section of general bibliography lists folklore, music, dance, arrangements, and recordings. Volume 1 presents additional listings classified by geographical areas, ethnic groups, and occupations. These are further broken down by various classifications within each category. The contents of Volume 2 is arranged by culture areas, such as the Northeastern Woodlands, the Plains, and the Southwest. Beneath these headings entries are listed alphabetically by tribes. In addition to two and a half pages of listings under the state itself, Minnesota material may be found under Norwegians, Finns, Lumberjacks, and other headings in Volume 1 and under Chippewa and Sioux Indians in Volume 2. Although Minnesota entries are extensive, they are far from complete.

IN A PICTORIAL guide to *Indian and Eskimo Artifacts of North America* (Chicago, 1963. 244 p.), Charles Miles presents widely varied examples of Indian objects photographed and organized under functional headings such as food, clothing, homes, religion, games, travel, and combat. Although there is no tribal identification in many instances, the author points out that it is "much better to leave out all uncertain identifications." In an introduction, Frederick J. Dockstader indicates that the "need for an illustrated compendium of material culture" has long been felt, and he expects that "this volume will go far toward supplying most of the needs of teachers, artists, students, collectors, and others interested in the Indian." A bibliography and an index are appended.

JOHN Q. IMHOLTE explores "The Legality of Civil War Recruiting: U.S. Versus Gorman" in the December, 1963, issue of *Civil War History*. This case was important, according to Mr. Imholte, because it was the first in which President Lincoln's call for volunteers was declared constitutional, and the decision was a forerunner of others in which the special wartime powers of the president were upheld. The author reviews the circumstances of the case, which involved a young Stillwater recruit in the First Minnesota Volunteers, who, as spokesman for a discontented group within the regiment, challenged legally the validity of his three-year enlistment. Although "the significance of the case in a legal sense was slight," Mr. Imholte concludes, historically it "illuminates organizational problems that had to be handled during the early months of the war."

A BRACE of handsomely illustrated books dealing primarily with the "true West" have recently been issued. *The Book of the American West*, edited by Jay Monaghan (New York, 1963. 608 p.) calls attention to Minnesota's peripheral role in the developing frontier. The Sioux Uprising of 1862, which set off a series of Indian outbreaks, the expanding railroad empires of James J. Hill and others, and the efforts of such lumbermen as Frederick Weyerhaeuser are noted in its ten chapters by as many authors. Kent Ruth is the author of *Great Day in the West: Forts, Posts, and Rendezvous Beyond the Mississippi* (Norman, Oklahoma, 1963. 308 p.). The volume is primarily a guide to 147 frontier sites which the author claims "are among the most important." For Minnesota the book lists only Mendota and Fort Snelling; Pembina and Fort Abercrombie are among the nine North Dakota selections; eight sites appear for South Dakota including Forts Randall and Sully. All are illustrated with both early pictures and more recent photographs.

A CHAPTER in the history of transportation on the upper Mississippi has been recorded by Robert C. Toole in the Winter, 1962, issue of *Business History Review*. Writing of "Steamboats on the Rocks: The North Western Union Packet Company, 1866-1873," Mr. Toole continues the story of William F. Davidson, Minnesota's pioneer steamboat magnate, whose early career he chronicled in *Minnesota History* for September, 1959. The packet line, formed by Davidson and others through the merger of two smaller concerns, "gained a large share of the waterborne traffic that was produced by the upper-river region's growth" in the years between the close of the Civil War and the completion of a railroad network in the area. Mr. Toole analyzes its brief seven-year career in sections devoted to organization and physical assets, traffic, management, and competition, concluding that the enterprise failed in 1873 because its directors did not perceive "the handwriting on the railroad stations' walls." Much of his material is drawn from the Davidson Papers in the Minnesota Historical Society.

THE ADVANTAGES which the co-operative buying of seeds, machinery, and the like would have for farmers early attracted the attention of Oliver H. Kelley, founder of the National Grange, and led to the "first widespread attempt at cooperation in the Midwest." So writes George Cerny in an article entitled "Cooperation in the Midwest in the Granger

Era, 1869–1875,” which appears in the October, 1963, number of *Agricultural History*. The author indicates that when the Grange was organized in 1867, Kelley favored the idea of framing a constitution which would emphasize the pecuniary benefits members might receive by joining. He was, however, overruled by the other founders, and it was not until 1871 that the organization became actively interested in co-operative buying. Mr. Cerny discusses in detail the purchasing activities, and the grange stores and factories which developed in the four states of Minnesota, Wisconsin, Iowa, and Illinois in the 1870s. Although these enterprises were helpful to Grangers, the author points out that none of the Grange co-operatives survived. He offers an astute analysis of the reasons for their disappearance in the 1870s and for the contrasting success which later efforts at co-operation achieved in the 1920s.

A NEW PUBLICATION entitled *The Prairie School Review* and devoted to historical studies of the “Prairie” or “Second Chicago” school of architecture appeared in the spring. The initial issue features the work of the Chicago architect, George W. Maher, who designed several well-known structures in Winona. Notable among them is the Winona Savings Bank Building. Measured drawings of this and of the building which Maher designed for the administration office of the J. R. Watkins Medical Company in the same city illustrate the article.

THE MINNESOTA SCENE

MANY HANDSOME illustrations have been included in a *Picture Book on Itasca State Park*, published in 1962 by W. A. Fisher Company (Virginia). A brief text, which touches on cultural values as well as the recreational facilities of the largest park in the North Star State, contains a concise history of the area from the mid-eighteenth century to 1953.

THE CONTINUING SEARCH for “Relics from the Rapids” is described by Sigurd F. Olson in the September, 1963, issue of *National Geographic*. The author relates the recovery of axheads, ice chisels, brass kettles, and other tools of the voyageurs from the Basswood and Granite rivers, and calls attention to the role played by the Minnesota Historical Society, co-operating with the Royal Ontario Museum, in this unique research project beneath the borders waters of Minnesota

and Ontario. The article is strikingly illustrated with maps and photographs.

A LIVELY and useful guide to the *Minnesota River from its Mouth at Mississippi River to New Ulm* has been issued by the Minnesota River Recreation Development Association (Le Sueur, 1963. n.p.). The booklet has sixty-one charts of the waterway, which plot in detail its winding course over a distance of 148 miles, as well as miscellaneous information of use to boating enthusiasts. Interspersed throughout is a text which gives a historical sketch of each major town along the banks and includes a brief account of the Sioux Uprising. Historic sites and other spots of interest are noted.

THE FOUNDING of Askov and its subsequent development is the subject of *Builders With Purpose* by Anker M. Simonsen (Askov, 1963. 144 p.). In tracing the history of this Pine County Danish settlement Mr. Simonsen has unfortunately resorted to fiction “for the purpose of characterization, and because we wish to base that characterization on fidelity and truth.” Names have been changed wherever personalities were thought to be controversial and incidents have been freely invented. The result is a distinct loss to the local historian and to an unusual community, which was “founded upon group and racial solidarities” and, as the author points out, has produced more than its share of outstanding citizens.

THE DIAMOND anniversary of a Minnesota town has been memorialized in a booklet entitled *The Cottonwood Community*, edited by Torgny Anderson (Cottonwood, 1963. n.p.). Divided into seven sections, the publication covers the history of the community, its organizations, schools and churches, recreational facilities, business data, farming trends, and a “chronology of interesting events” in this Lyon County village. Included is an article from the *Cottonwood Current* for March 25, 1893—issued shortly before the printshop was destroyed by fire—which describes the early settlement and its founders.

EIMER and Linda Kopperud tell the ninety-year saga of a Cottonwood County settlement in *The History of Ann Township*, published in 1962. The material presented in this eighty-eight-page booklet was culled from clerks’ records, election returns, farmers’ notebooks, school and church board minutes, and homestead descriptions. The township, which was comprised principally of Norwegian immigrants, was organized in 1873, but according

to the authors a church had been established as early as 1870. A section of miscellaneous information tells something of the weather, early roads, and other aspects of life in the community.

TWO MINNESOTA communities receive attention in the January, 1963, issue of the *Swedish Pioneer*. John T. Flanagan's article, "Chisago Reminiscences," describes the principal Swedish settlements in the southern part of that county. Particular emphasis is given to the history of Chisago City where the author has summered for over half a century. Changes in transportation, agricultural patterns, and language habits, writes Mr. Flanagan, have not altered "the essentially Swedish character of the population." A report on "The Finland-Swedes in Duluth, Minnesota," written by Anders M. Myhrman, appears in the same magazine. The account traces the story of this immigrant group from the 1880s up to 1962 through examination of business enterprises, religious organizations, fraternal lodges, and "persons of prominence." As recently as 1939, the article points out, a picnic at Fond du Lac brought together "more Finland-Swedes than ever before congregated in one place in America."

"THE TOWN that taconite built" is the subject of *Village Plan—Hoyt Lakes, Minnesota* (Bloomington, 1963. 20 p.) compiled by Aguar, Jyring and Whiteman, Planning Associates. Illustrated with numerous maps, charts, tables, and photographs, the study gives considerable emphasis to the area's historic heritage. Two pages are devoted to the ghost town of Mesaba, which was intimately associated with the early exploration and development of Minnesota's iron mining region, and a map locates historic sites there.

"THE STORY of the relationship of a family to a community" is told by James Gray in *You Can Get It At Dayton's* (Minneapolis, 1962. 287 p.). After a brief treatment of early generations of Daytons, the author considers in detail the years from 1903 to 1950 and the growth of the family business with the city it served. The story of the Dayton family's contributions to the civic, cultural, and religious life of Minneapolis is also recounted. An epilogue brings the reader up to 1962, mentioning the expansion of the store in Minnesota and South Dakota. Included is a chronological history of the family and the business, as well as an index. Privately published, the book is available only in libraries.

THE Minneapolis-Honeywell Regulator Company and the family that built it are described by C. W. Nessell in *The Restless Spirit*, an illustrated volume issued by the company (Minneapolis, 1963. 112 p.). Chronologically organized, the book tells of the activities of William R. Sweatt, the firm's founder, and his two sons, Harold W. and Charles B. Sweatt, who built the organization from "a small two-man shop and a single unproven product . . . to a position of national leadership in the field of automatic controls." The beginnings of the Sweatt Manufacturing Company in the 1890s are outlined; its reorganization in 1893 as the Electric Heat Regulator Company, and the merger of that firm with Honeywell in 1928 are discussed in some detail. Paralleling this narrative is the chronicle of the Sweatts and their contributions to the community in which they prospered. The work of the firm in the 1940s is touched on, and both lines of the story are carried into the early 1950s.

AN AFFECTIONATE reminiscence of *William H. Laird* by his grandson, Laird Bell, has been privately published (Chicago, 1963. 73 p.). Referring to this vignette as a "sort of profile," the author sketches a brief family history and intersperses it with some highlights of his grandfather's business career. Written primarily for the Laird family, the book provides some interesting glimpses of a pioneer lumberman's religious, community, and philanthropic concerns as well as some pictures of Winona in its early days.

SEVENTY-FIVE YEARS of work by the men's organization of St. Agnes Parish in St. Paul are memorialized in a mimeographed pamphlet, *Diamond Jubilee: St. Anthony's Benevolent Society*, issued by the St. Anthony of Padua Society (St. Paul, 1963. 10 p.). Drawing upon minutes of the organization and upon announcements published in the *Vereins Bote* and the *Catholic Aid News*, the booklet gives a year-by-year record of the society's activities and officers from its founding in 1888 through 1963.

A CENTURY of special education has been commemorated by Wesley Lauritsen in *History of the Minnesota School for the Deaf, Faribault, 1863-1963* (Faribault, 1963. 303 p.). The book describes the development of the institution from its inception in the mind of George E. Skinner, a state representative from Faribault, in 1858 to the present day. The establishment of vocational classes, a li-

brary, athletic and military programs, and student organizations is chronicled; biographical sketches of superintendents and of outstanding faculty members and graduates are given. Numerous photographs accompany the text, and appendixes list all school personnel; all students ever enrolled; enrollment and graduation figures for each year; and the dates for major building and remodeling programs.

THE CAREER of Eugene A. Rerat, a Minneapolis criminal attorney who is now in his sixties, is described by Paul A. Severeid in a book entitled *The Peoples Lawyer* (Minneapolis, 1963. 260 p.). Mr. Rerat was admitted to the Minnesota bar in 1927 after completing his training at the Minnesota College of Law, where future governor Floyd B. Olson was among the instructors he remembers most vividly. The bulk of the book is devoted to detailed accounts of Mr. Rerat's criminal cases in the 1930s. Four of its fourteen chapters concern his successful defense of Robert Newbern. Others deal with later suits seeking damages for injury or death. The author also discusses the unsuccessful attempt to disbar Mr. Rerat in the 1940s—an action which “attracted national attention.” The volume is indexed but it is not annotated.

THREE recent publications of the Minnesota Geological Survey make available new information on certain phases of the geology of St. Louis, Goodhue, Wabasha, and McLeod counties. P. K. Sims and G. S. Austin contribute a *Geologic Interpretation of Magnetic Map of McLeod County* (Minneapolis, 1963. 7 p.); G. S. Austin discusses the *Geology of Clay Deposits Red Wing Area* (Minneapolis, 1963. 23 p.), and Richard B. Taylor examines *Bedrock Geology of Duluth and Vicinity* (University of Minnesota Press, 1964. 12 p. \$1.75). All three booklets contain large fold-out maps accompanied by a brief text. That dealing with McLeod County sets forth the results of a magnetometer survey which revealed the existence of a possible iron-bearing formation near Hutchinson.

AN ATTRACTIVE addition to the ranks of county historical publications in Minnesota is *Ramsey County History*, the first number of which appeared in May. Included in this issue are: the story of the Heman R. Gibbs family and their house on Larpenteur Avenue in St. Paul, completed by 1879, which is now the home of the county society; the Civil War diary of Newell Burch, “the victim of almost every possible misfortune that could befall a

. . . soldier”; and the journal of Daniel H. Hunt, a schoolmaster turned fur trader, who wrote of his perilous three-week trek from Fort Garry to St. Anthony in the winter of 1859. The establishment of a 250-acre municipal forest in St. Paul is recounted by John H. Allison, Sr., the man whose name the wooded tract now bears.

IN VOLUME 2, number 6, of *Brown County's Heritage*, Paul Klammer describes in detail “The Vajen Log House,” a two-story building which was erected in 1863 on the site of a deserted Indian village eleven miles from New Ulm. Its history is recounted by Leota M. Kellett in an essay evaluating “The Significance of the Vajen Site.” The structure has recently been presented to the Brown County Historical Society in the hope that it can “be moved to a site where it may be opened to inspection by the public.”

THE JULY issue of *Over the Years*, bulletin of the Dakota County Historical Society, is devoted to Ignatius Donnelly, “perhaps the best known” of that county's pioneer citizens. It includes a portrait and a three-page resumé of his career as townsite promoter, politician, journalist, and author, with particular emphasis on his founding of Nininger, north of Hastings. The unsuccessful efforts to preserve Donnelly's palatial home there are briefly mentioned.

A THIRD PRINTING of *Minnesota Under Four Flags* (1963. 40 p. \$1.00) has been issued by the Minnesota Historical Society. This edition of a work which has proved enduringly popular both among school children and adult readers is dedicated to the memory of Mary Wheelhouse Berthel. Mrs. Berthel, the hitherto anonymous author of the booklet, was the associate editor of the society for nearly thirty-six years.

EVAN A. HART, the society's supervisor of historic sites, died suddenly on August 17. Mr. Hart, who had joined the staff only last October, brought to the newly created post a dedication to history, coupled with imagination and creativity, which set high standards indeed. He had long felt a special interest in Minnesota—particularly in the Sandy Lake area where his family has spent many summers. A native of Iowa, he had been a freelance artist in Milwaukee before moving to St. Paul. His contributions to this organization were substantial, both professionally and personally. The state and the society are the poorer for his passing.



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