

edge into Minnesota history to which she was completely dedicated.

Bertha was of an artistic nature; she loved and understood good music, and her knowledge and interpretation of the works of early American artists was excellent.

She was a warm person who made many friends. The Minnesota Historical Society was for her not just a place for work—she loved the people around her. Her memory will be a stimulus to all who are interested in the history of Minnesota, but we are mourning the loss of a good friend.

Robert Rosenthal, M.D.

IT SEEMS TO ME that I must have known Bertha Heilbron since my first visit to the Minnesota Histori-

cal Society in the fall of 1928, but my direct association was undoubtedly in connection with my article on the Norwegians of Minnesota which was published in September, 1931. Later, Bertha edited for Theodore Blegen my book on Norwegian settlement. Her total dedication to her profession made her an exacting editor. A great many historians and would-be historians benefited from her searching criticisms. She was an indefatigable worker, a tremendous enthusiast for Minnesota history, and an author of no mean stature. Hers was a unique personality which left indelible impressions on all who dealt with her. She was virtually an "institution" at the Minnesota Historical Society. To paraphrase Thomas Jefferson, she could be succeeded, but she can never be replaced.

Carlton C. Qualey

BOOK REVIEWS

Minnesota's Major Historic Sites: A Guide. By June Drenning Holmquist and Jean A. Brookins.
(St. Paul, Minnesota Historical Society, 1972. xv, 191 p. Illustrations. Hard cover \$7.95, paper \$5.95.)

IN YEARS PAST, Americans learned their history from school textbooks and dedicated teachers, from Francis Parkman's epics, or perhaps a Kenneth Roberts novel. Today, more and more of us are learning about Daniel Boone or Davy Crockett from a television series or from visits to such three-dimensional classrooms as Boonesboro, Kentucky, or Crockett's birthplace at Limestone, Tennessee, or the Alamo in Texas. These historic sites have become significant cultural and educational institutions as Americans increasingly develop a mobile, recreation-oriented, physically stimulated culture which seeks to experience and understand both the present and the past.

Minnesotans are especially fortunate that so many aspects of their history are reflected in their historic sites. Museum houses, functioning structures such as the Pillsbury A mill and the Washington County Courthouse, the famous mines, and now-quiet prairie parks are bringing to life the leadership of Alexander Ramsey, Henry H. Sibley, and the Mayos, the careful experiments of Wendelin Grimm, the long winter of Thomas Connor, the furious conflict for the land, and the impatient search for iron.

Minnesota's Major Historic Sites clearly reflects the state's progress in site development over the last decade. There is, for example, a striking contrast between the restored Fort Snelling round tower pictured on the revised edition and the "medieval ruin" which it resembled on the dust cover of the 1963 edition. Similarly, there is no fair comparison of the material found between the covers of the two editions of the *Guide*.

In the completely new and thoroughly updated publication, Russell W. Fridley's thoughtful introduction reviews the past and considers the future of Minnesota's historic sites program. The reader is thereby led into a presentation of selected sites and related historic properties, all carefully organized by geographic regions. Details of location, admission policy, and facilities are included, making the *Guide* useful to the tourist, the group planning a field trip, or the family seeking to bring history into its life.

While the book is attractive as a ready reference, its superbly written text and rich photographic documentation are even more impressive. Mrs. Holmquist and Mrs. Brookins have succeeded in treating each and every entry, ranging from the Sioux Agencies, which are given eleven pages, to the Grand Mound, two pages, without shortchanging any or wasting a word. The result is a comfortable, balanced presentation that deserves high praise.

As a summary and a tribute to the vitality and ongoing preservation of one state's history, *Minnesota's Major His-*

toric Sites should be of interest to everyone concerned with enjoying or explaining our common heritage.

Reviewed by MICHAEL J. SMITH, *executive director of the Tennessee Historical Commission. Mr. Smith compiled a guide to historic sites in the Minnesota River Valley for the Minnesota Historical Society while doing graduate work at the University of Minnesota.*

Teamster Rebellion. By Farrell Dobbs.

(New York, Monad Press, 1972. 192 p. Illustrations. Hard cover \$6.95, paper \$2.25.)

THIS EYEWITNESS account of the bitter Minneapolis truckers' strike of 1934 was written by Farrell Dobbs, a militant labor organizer and key union official for the striking Teamsters' Local 574. The dispute arose over the organizing efforts and wage demands of Local 574 in early February, chiefly in the city's coal industry, but it soon burgeoned into a pitched battle between the Communist-led truckers' local and the conservative Citizens' Alliance of prominent bankers and industrialists that had proudly preserved Minneapolis for decades as an open-shop city. Before the strike could be settled in late August, four persons had been killed, scores had been wounded, and millions of dollars had been lost, but Local 574 had won official recognition and higher wages for its members.

Relying on his own recollections and on the personal diary of his wife and co-worker, Marvel Scholl, Mr. Dobbs has summarized well the major steps in the union's organizing campaign and the daily progress of the strike. He offers a detailed picture of the dissension and in-fighting within the ranks of Local 574 leadership itself and especially of the friction between this leftist leadership and the conservative officials of the local, state, and national American Federation of Labor (AFL). In fact, Daniel Tobin, national president of the Teamsters, repudiated the strike. Mr. Dobbs also shows the union's success in arranging alliances with the National Farm Bureau and other organizations affected by the strike, and he gives an excellent description of the work of the local's women's auxiliary in staffing the central office, serving in the commissary, and caring for the wounded. Most important of all, the book presents the personal sentiments and convictions of a Minneapolis worker and confirmed Trotskyite who saw the strike not simply as a means of attaining higher wages and union recognition but also as a further step in the continuing and inevitable struggle between capital and labor. He has captured well the hopes, hatreds, and excitement of those turbulent days.

It is a personal memoir, however, and the author makes no claim that it is definitive. Mr. Dobbs apparently made no use of the pertinent papers of Governor Floyd B. Olson, the federal mediators, or the regional labor board. Footnotes and bibliography are both absent. Critical of the National Recovery Administration and New Deal labor policies, Mr. Dobbs suggests little connection between American labor's growing sense of confidence in 1933-1934

and the Minneapolis strike. Finally, Mr. Dobbs's socialistic, antigovernment, and anticapitalist propagandizing will strike many as out of place in a work of history.

Despite these defects, however, the book has much merit. It is the story of the workers' rebellion against both the Minneapolis trucking industry and the traditional union hierarchy in 1934, and it is an honest though subjective firsthand account of a significant chapter in the history of American labor.

Reviewed by REVEREND THOMAS E. BLANTZ, C.S.C., *university archivist and assistant professor of history at the University of Notre Dame. He wrote "Father Haas and the Minneapolis Truckers' Strike of 1934" which appeared in the Spring, 1970, issue of Minnesota History.*

The Missabe Road . . . The Duluth, Missabe and Iron Range Railway. By Frank A. King

(San Marino, California, Golden West Books, 1972. 224 p. Illustrations. \$12.95.)

THE DULUTH, MISSABE and Iron Range Railway and its predecessors have transported, since 1884, a total of one and three-quarter billion tons of Minnesota iron ore. Frank A. King tells the story surrounding this single enormous statistic in this popular account of the Missabe Road. Because of his previous publications on railroad history and his long association with the road, he is well qualified to record its history.

The Duluth and Iron Range Railroad was constructed in 1884 from Two Harbors to Tower to haul iron ore from the Vermilion Range to the former port for shipment on the Great Lakes. The Duluth, Missabe and Northern Railway was built in 1892 to handle ore from the Mesabi. Both railroads were acquired by the United States Steel Corporation in 1901 but remained separate corporate entities until 1938 when they were merged to form the Duluth, Missabe and Iron Range Railway Company.

The clear, well-organized narrative recounts the construction and operation of the railroads in the context of the development of the iron mining industry of which they were and are an integral part. Numerous excellent illustrations provide a fascinating pictorial review of railroading, iron mining, and lake shipping and lend absorbing interest and enduring value to the presentation. Each illustration has an interpretative caption. Helpful maps are included. Superb printing, paper, binding, design, and cover provide a handsome format.

The emphasis on technical aspects such as the types and specifications of locomotives and ore cars, ruling grades, bridges and docks, reflects the engineering expertise of the author. These details may become tedious at times to some readers, but on the whole the narrative makes good reading. There are many pictures of management personnel, with thumbnail sketches of their careers, but relatively little attention is given to labor-management relations and the

role of the work crews, enginemen, trainmen, and the other everyday workers who kept the trains running. There are, however, occasional bits of social history: A picture of the Missabe band, mention of employee outings and picnics, and travel brochures issued to promote tourism. Passenger service is briefly described.

The author has drawn upon company records, newspaper files, miscellaneous records and publications, and standard secondary works. A bibliography is included, but, appropriately, footnotes are omitted. Several appendixes contain a wealth of data and illustrations on ore shipments, locomotives, and ore cars. The index is adequate. A few minor slips in proofreading have been noted. Also the taconite amendment received voter approval on November 3, 1964, not 1963 as stated.

Railroad buffs will welcome this volume, and the general reader will enjoy the pictorial material and find a convenient overview of the Minnesota iron ore drama from its beginnings to the taconite era, with the focus on rail transportation of ore. The Minnesota iron mining industry in its full dimensions has long awaited its historian. When someone does essay the task of synthesis, Mr. King's contribution will be an essential aid.

Reviewed by HAROLD T. HAGG of Bemidji State College who has included railroads in his studies of northern Minnesota. See the lead article in this magazine.

Red Man's Land/White Man's Law: A Study of the Past and Present Status of the American Indian.
By Wilcomb E. Washburn.
(New York, Scribners, 1971. vii, 280 p. \$7.95.)

LAND IS the basis of man's life throughout the world and throughout the ages. Here in the Americas, two different views of the land met. One has been submerged, and the other rules in law. Mr. Washburn presents both a history of European theories and policies regarding Indian land and a survey of the current status of the Indian individual and the land.

"In the context of white America, land was a resource, waiting to be exploited . . .," writes Mr. Washburn. "To the Indian, on the other hand, with surprising uniformity throughout the vast reaches of the American continent, the land was 'given,' not 'taken' . . . it existed prior to each man's brief mortal stay on earth, and would remain after it. It could be used, but not abused."

These divergent views of the land underlie the disputes between the Indians who loved and possessed the lands of the New World and the white men who came and imposed their law. The United States Indian policies of today have their roots in centuries of past white-Indian interaction.

Red Man's Land/White Man's Law is divided into four parts — "Theoretical Assumptions," "Historical Survey," "The Land," and "The People." While dealing with different aspects of white-Indian relations, they are joined by the theme of white-imposed theories, laws, and ways

of life, for these have been the enduring elements of the white-Indian relations in North America.

The survey of European theorizing begins with the influence of classical thought and fifteenth- and sixteenth-century Catholic philosophy on the policies of the early Spanish-Indian relations. Although Spanish policy had no direct effect on the British rule in North America, Mr. Washburn believes both nations based their exploratory, trading, and colonizing enterprises on the common "assumption that Christians and Christianity had both a moral and legal authority to overspread the world." The European seldom acknowledged the humanity and rights of the native peoples in distant continents. The rightness and superiority of the European ways were assumed, and these guided the acts of the colonizer, the trader, and the settler. The white man usually shoved aside Indian ways and imposed European law and culture. Some mention of French philosophy and its effect on French policies during the seventeenth and eighteenth centuries would have been of interest. An analysis of the results of French colonial rule and legal rationalizations would have complemented the survey of Spanish theories and policies.

The "Historical Survey" presents an overview of European and United States policy toward the Indian peoples from 1570 to 1970. Mr. Washburn sees as a recurring pattern in the United States Indian policy "a strong expression of interest by the Congress based on a hasty assumption about what was good for the Indian and a more calculating assumption about what was good for the white."

The relationship of the Indian people to the land has undergone a profound change in the legal sense because the white man has forced his definition of land and ownership upon the Indians. Studies of the various effects of the white man's law on the Indian peoples and their lands include chapters on land titles of the Alaskan Indians, the situation of the Pueblo Indians, a survey of the land allotment policies between 1887 and 1934, and a basic chapter on the Indian Claims Commission with a guide through the complexities of some influential cases. The author observes: "The mechanisms of the white man's law were either incapable of recognizing the cultural and legal separateness of the Indian, or were deliberately designed to destroy that independence."

The concluding section deals with the Indian people and their legal position and rights today as American citizens and as tribal members. The distinctive status of Indians in their tribal and treaty relationships with the government is presented in discussions of constitutional rights, hunting, fishing, and water rights, the Bureau of Indian Affairs, and Congress. The brief survey of Indian education, from the nineteenth-century boarding school to the present emergence of Indian parental involvement, reveals again the picture of the too-frequent nonrecognition of the validity of Indian culture and rights.

An unusual aspect of the book is a chapter on Canadian Indians — a subject too often omitted from the current works on Indian people. Mr. Washburn points out that the international boundary does not always form a tribal bound-

ary, and many Indians have lived in both the United States and Canada.

This informative volume about the legal status of the Indians offers a new perspective to the understanding of "the growing nation-wide comprehension of the historical background to, and recognition of the moral consequences of, the Federal relationship with the Indian tribes."

Reviewed by DALLAS L. CHRISLOCK *who is engaged in a Chippewa Indian study as a research assistant in the Minnesota Historical Society's educational services division.*

Timber Roots: The Laird, Norton Story, 1855-1905.

By Fred W. Kohlmeyer.

(Winona, Winona County Historical Society, 1972. xviii, 382 p. Illustrations. \$6.50.)

EVEN BEFORE Fred W. Kohlmeyer was associated with Ralph W. Hidy, Frank Ernest Hill, and Allan Nevins in the preparation of *Timber and Men: The Weyerhaeuser Story* a decade ago, he was acquainted with the large body of records extant on the Laird, Norton Company of Winona. Mr. Kohlmeyer, himself a native of the Winona area, has spent most of his adult years living and working with the Laird, Norton records. For him, clearly, *Timber Roots* is a labor of love. He closely identifies with the company and its family owners, and he vicariously relives their history in these pages.

The Scotch-Irish Laird and Norton families, actually Scots who had lived in Ulster, got to know each other after they moved to the Pennsylvania frontier. Some of them moved west and settled at Winona, in Minnesota Territory, in the early 1850s, and others followed. Two weeks after his arrival in 1855, William Harris Laird purchased lumber, laths, and shingles and, with his brothers Matthew J. and John, formed Laird and Brothers. Part of the original capital was furnished by still other relatives. After two seasons of successful lumber retailing, the Laird brothers were joined by two cousins, James L. and Matthew G. Norton, and Laird, Norton and Company was born.

The new firm built a sawmill in 1857 and became a manufacturing, wholesaling, and retailing lumber firm. It continued these functions throughout its existence when Winona was the center of its operation. The firm weathered the panic of 1857 and the ensuing depression, and although membership in the company changed from time to time it remained essentially a family firm. Frederic S. Bell, who became president of the firm upon the death of Matthew G. Norton in 1917, had become one of the family when he married Frances Laird.

In its search for pine logs to feed the saws of its Winona mill, Laird, Norton and Company became one of the original Weyerhaeuser associates, and William H. Laird was elected the first secretary-treasurer of the newly formed Mississippi River Logging Company in 1870. Because of their geographical proximity, members of the firm kept an interested eye on the huge Beef Slough operations at the mouth of the Chippewa River in Wisconsin. They pros-

pered, as did most of the Weyerhaeuser associates, and together they entered into additional lumbering operations such as the Pine Tree Lumber Company with a mill at Little Falls, Minnesota, and in operations completely independent of the "Weyerhaeuser Octopus," as some people called it by the end of the century. An example of the latter was their half ownership of the North Wisconsin Lumber Company at Hayward, Wisconsin.

The Winona sawmill was closed in 1905 — hence the terminal date in the subtitle of the book — but the story does not end there. It traces the Laids and Nortons as they helped form the Weyerhaeuser Timber Company with an investment of nearly two million dollars. The book tells of their operation of the Northland Pine Company in Minnesota, and of their association with the Idaho Potlatch Lumber Company and its huge sawmill. As the twentieth century grew older, the descendants of the original founders were associated with lumbering activities in the Pacific Northwest, and the Winona office became a center for investment and for retail lumberyards in the Midwest. Their United Building Centers are still prospering in many of the same towns in which Laird, Norton Company has furnished lumber and building supplies for more than a century.

In some respects the volume is difficult to summarize. It is a lumbering history, and the chapter on the retail lumber business is a needed contribution to our knowledge of the industry; it is a social, cultural, and economic history of the city of Winona; and, as much as anything else, it is a family history. The book begins with the forebears of the Laids and Nortons starting to migrate to the United States. In 1726 James Wilson left Northern Ireland; his daughter would marry a Norton. In 1735 John Hayes arrived in America; his granddaughter would marry a Laird. The story is carried down to the present-day Clapps and Lucases. The volume is illustrated with approximately 100 photographs, almost half of which are pictures of the various Laids, Nortons, and their descendants. These far outnumber the photographs dealing with logging and lumbering operations.

A few unfortunate errors have crept into the book. One will be surprised to learn that Braddock's defeat occurred in 1775 instead of 1755 and that Colonel Henry Bouquet vanquished Chief Pontiac near or at Fort Pitt. Bouquet did not defeat anyone in 1763; moreover, Pontiac and his Ottawas were engaged at Fort Detroit and not Fort Pitt. However, the historical accuracy of the material dealing with the lumbering industry seems impeccable. This is essentially the story of an able family entrepreneurial group which has been functioning since 1855. A subthesis is that, if the Laids and Nortons had only had some sons, their names might be as well known today as the Weyerhaeuser name is. The author thinks that they were all nice people.

Reviewed by WILLIAM G. RECTOR, *head of the history department at the University of Wisconsin at Platteville. He is the author of the book, Log Transportation in the Lake States Lumber Industry, 1840-1918.*

news & notes

A MINNESOTA BANK and two individual Minnesotans were given special recognition by the national awards committee of the American Association for State and Local History during deliberations on September 17-19 prior to the 1972 annual meeting of the AASLH in Providence, Rhode Island. The Merchants National Bank of Winona was voted an award of merit for "preserving an architecturally significant structure of the Prairie School and restoring it as closely as possible to its original design of 1912."

Carl H. Chrislock, professor of history at Augsburg College and a member of the society's executive council, was voted an award of merit for his book, *The Progressive Era in Minnesota, 1899-1918*, published by the Minnesota Historical Society in 1971. The committee voted a certificate of commendation to Olga Soderberg of Grand Marais for "tireless efforts on behalf of local history in Cook County, Minnesota." She is president of the county society.

E. NEIL MATTSON, president of the Minnesota Historical Society and managing editor of the *Warren Shcuf*, has been appointed by Governor Wendell Anderson to the Minnesota American Revolution Bicentennial Commission (MARBC). Set up to co-ordinate Minnesota's role in the commemoration of the nation's 200th birthday, the commission of twenty-seven members is headed by co-chairmen Edward McGaa, assistant city prosecutor in St. Paul, and Paul Thatcher, Minneapolis businessman. The governor said a \$45,000 grant has been allocated to Minnesota to fund the MARBC's 1972-73 activities.

CARLTON C. QUALEY, research fellow on the Minnesota Historical So-

ciety's staff, has accepted editorship of the *Newsletter* of the Immigration History Society, a national organization devoted to promotion of studies of immigrant and ethnic groups in American society.

HISTORIANS and editors, as well as anyone else, operate under the biases of their historical eras. Hence only 700 women were considered worthy of inclusion among 15,000 individuals covered in the distinguished reference work published in 1935 (with later additions) — the *Dictionary of American Biography*. Finally helping correct this imbalance is a three-volume Harvard University Press publication, *Notable American Women, 1607-1950: A Biographical Dictionary* (1971. 2,075 p. \$75.00). Edited by Edward T. James, Janet Wilson James, and Paul S. Boyer, the volumes consist of 1,337 articles, written by scholars and ranging from 400 to 7,000 words in length, about American women who gave up historical anonymity out of conviction, necessity, or chance.

A quick glance at the classified biographical index reveals that women engaged in the full spectrum of professions and, indeed, became well-known astronomers and entrepreneurs as well as actresses, explorers, and criminals.

Women of Minnesota birth or influence who are examined include author Mary Eastman, artist Wanda Gág, physician and feminist Martha Ripley, educator Maria Sanford, journalist and reformer Jane Grey Swisshelm, and feminist Clara Ueland. Unfortunately missing from the volumes are such important women of past generations as ethnologist Frances Densmore who died after the editor's arbitrary cut-off date of 1950.

An interesting and insightful thirty-page introduction by the project's associate editor, Janet Wilson James, identifies the contributions of — and main directions taken by — restless and committed women in American history.

THE BEST-LOVED writings of the Minnesotan who has probably done more than any other person to describe, to interpret, and to try to conserve the wilderness have been collected in a book, *Sigurd F. Olson's Wilderness Days* (New York, Knopf, 233 p. \$12.50). Each of the essays included has appeared in one of his earlier books, and each was selected because of the response it evoked from readers who had shared similar experiences and adventures. A new prologue and a brief introduction to each of the sections — "Spring," "Summer," "Fall," and "Winter" — have been added.

Enhancing the beauty and value of the book are color photographs depicting each season by Dr. J. Arnold Bolz of Grand Rapids and sketches by Francis Lee Jaques, Robert Hines, and Leslie C. Kouba. Three maps at the end of the book help orient the reader. In an epilogue, the author — who for many years has been in the forefront of the continuous battle to save wilderness areas not only of Minnesota but throughout the country — makes another eloquent appeal for the preservation of our natural heritage.

POINT DOUGLAS, "once the site of a boom logging town . . . had slipped to the status of a ghost town" during the years described in a delightful reminiscence by Ralph L. Henry entitled *St. Croix Boyhood* (St. Paul, 1972. 107 p. \$4.95). Dealing

mainly with the time between 1900 and 1913, the author pictures the Washington County scene of his growing up with telling detail and keen perceptivity, conjuring up evocative glimpses of sandlot ball games, fishing and hunting on the west shore of Lake St. Croix, a variety of farm chores, and horse-and-buggy trips to Hastings for his high school years. Mr. Henry was for nearly forty years on the English faculty of Carleton College. The author of several textbooks, he is working on another book in his retirement. *St. Croix Boyhood* first appeared serially in the *Stillwater Gazette* during 1971; it was published in 1972 by the North Central Publishing Company of St. Paul and is now available through the Minnesota Historical Society for \$4.95 a copy.

THE FORT SNELLING restoration is the subject of the cover story of the Council on Abandoned Military Posts (CAMP) publication, *Periodical No. 11*, April, 1972. The article includes several paintings, photographs, and a sketch, and gives a brief history of the fort, the present status of restoration, and plans for its full restoration by 1977. It was written by Thomas C. Buckley, an instructor at the University of Minnesota.

THREE RECENT publications attest to the fact that St. Louis County residents are actively preserving, recording, and interpreting their history. The granddaughter of a member of a pioneering family has written *We're Standing on Iron! The Story of the Five Wieland Brothers, 1856-1883* (Duluth, St. Louis County Historical Society, 1972. 69 p. Illustrations, \$4.95). Helen Wieland Skillings' family was intimately involved in the settlement and development of the area. Family members homesteaded in Beaver Bay, acquired pinelands and operated sawmills, traded furs, and helped develop the iron mining industry. Theirs is almost a microcosmic history of the area. The book's title is derived from an exclamation attributed to civil engineer Christian Wieland in 1865 when he discovered the low-grade ore known as taconite on the

eastern part of the Mesabi Range.

A second publication is *Tour of Historic Homes* published by the Junior League of Duluth. Included are photographs and sketches of existing as well as now-destroyed private homes, apartment houses, business and civic structures, parks, bridges, and other sites of general and historic interest. Copies are available from the league at 1219 East First Street, Duluth 55805.

The third publication is the June issue of the Chamber of Commerce's *The Duluthian* which features the activities of the St. Louis County Historical Society as it observes its fiftieth year and examines its past, present, and future.

A BOOK that began as a parish history, evolved into a centennial portrait of a city, and became a community enterprise has been published by the Melrose Historical Society. It is *The Mel and the Rose*, by Monsignor Vincent A. Yzermans (Melrose, 1972. 368 p. \$7.00). The author explains the title by pointing out that Melrose was named after an ancient city and abbey in Scotland. The abbey's coat of arms was a mallet superimposed on the Cistercian rose. (Monsignor Yzermans discounts Warren Upham's explanation in *Minnesota Geographic Names* that an early settler named Melrose after Melissa—or Melvina—and Rose, "who were his daughters or were other near kindred or friends.")

The book begins with a brief history of the period before white settlement and then deals with such familiar subjects as the arrival of settlers, the coming of the railroad and with it waves of immigrants (especially German Catholics, who still predominate in Stearns County), and the establishment of businesses, schools, and various organizations.

One chapter presents the genealogies of many families of the area, and the last section is devoted to a history of religion in Melrose and Stearns County. The book is well illustrated with drawings, engravings, and many photographs. It is available from the Melrose Centennial Book Committee, Melrose, Minnesota 56352.

A WELL-KNOWN Minnesota landmark is the subject of a mimeographed booklet, "A Superior Beacon: A Brief History of Split Rock Lighthouse," and of an article, "A Brief History of the Split Rock Lighthouse," which appeared in the Fall, 1972, issue of *Inland Seas*, quarterly journal of the Great Lakes Historical Society. The author of both accounts is Glenn Sandvik of Two Harbors, who is a journalism student at the University of Minnesota, Duluth, and has a special interest in North Shore history.

Mr. Sandvik writes that the cliff on which Split Rock is located was cited as an ideal spot for a lighthouse as far back as 1854 but that it took fifty-six years to get it built. He traces the changes and improvements in the lighthouse throughout the years and tells of its eventual decline as technology made it obsolete. In 1969 the lighthouse was closed. Two years earlier the state had purchased more than 112 acres of land surrounding the lighthouse for a park. In 1971 the federal government gave the state its holdings, and last May the park was officially dedicated. To obtain the thirteen-page booklet, write Mr. Sandvik at 408 Eighth Avenue, Two Harbors, Minnesota 55616. The price is seventy-five cents.

TWENTY SHORT ARTICLES by Ronald Dean Johnson that first appeared in *Minnesota Motorist* have been gathered together for a soft-cover booklet, *Faces of Minnesota* (Minneapolis, Graphic Service, 1972. iv, 80 p. \$2.95). Mr. Johnson, managing editor of the monthly publication of the Minnesota State Automobile Association, deals with such themes as the Indian, the fur trader, the military, the pioneer, the miller, the fisherman, educators, newspapermen, entertainers, doctors, railroads, and iron mining. Most of the reports are historical, and the author acknowledges the assistance of staff members of the Minnesota Historical Society, among others. Many of the historical pictures used were furnished by the society. Anthony Lane took the handsome color photographs that introduce each "face."

Since 1849, when it was chartered by the first territorial legislature, the Minnesota Historical Society has been preserving a record of the state's history. Its outstanding library and its vast collection of manuscripts, newspapers, pictures, and museum objects reflect this activity. The society also interprets Minnesota's past, telling the story of the state and region through publications, museum displays, tours, institutes, and restoration of historic sites. The work of the society is supported in part by the state and in part by private contributions, grants, and membership dues. It is a chartered public institution governed by an executive council of interested citizens and belonging to all who support it through membership and participation in its programs. You are cordially invited to use its resources and to join in its efforts to make Minnesota a community with a sense of strength from the past and purpose for the future.

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