

sists, an impressionistic picture of the city's development, seeking mass effects rather than minutiae of detail; feeling, drama, and atmosphere rather than text-book completeness. From the standpoint of these objectives he has registered a rousing success. His book is eminently readable, his anecdotes are happily chosen, and throughout he presents an animated panorama of characters and events. The *dramatis personae* includes a galaxy of personalities. Hugh Henry Brackenridge, Isaac Craig, Mike Fink, Simon Girty, Joe Barker, Anne Royall, Jane Swisshelm, Stephen Collins Foster, Captain Schenley and his bride, Andrew Carnegie, Henry Clay Frick, and Matthew Quay illustrate the variety. Those historians who disregard "no trespassing" signs will find *Pittsburgh, The Story of a City* remarkably free from errors. The paper mill at Brownsville was established in 1797, not 1796 (p. 114), and the Republican national convention that met at Pittsburgh in February, 1856, could hardly have desired "to remove the unholy Buchanan administration from power" (p. 310). But these are very minor blemishes. There are four maps, a serviceable index of thirteen pages, no bibliography, and no footnotes. Printed from Caslon type, splendidly made, and attractively illustrated by Ward Hunter, the volume is a credit to both author and publishers.

*Carnegie Institute of Technology*

J. CUTLER ANDREWS

*Steamboating on the Upper Mississippi, the Water Way to Iowa. Some River History.* By WM. F. PETERSEN. (Iowa City, The State Historical Society of Iowa, 1937. 575 p.)

THE FLIGHT of the Mississippi from Lake Itasca (so christened, from "*veritas caput*," by a member of the Schoolcraft expedition of 1832) once reached a thundering climax at the Falls of St. Anthony. The Falls have long since been reduced to a ribbon flowing against concrete; historically, the site is the head of navigation on the great river. From Minneapolis, then, 600 miles to the mouth of the Missouri, and the tiny distance farther to St. Louis, is the locale of this nostalgic, affectionate book. Some attention to the Ohio River, with its older history of steamboating, is inevitably a prelude to the author's major interest. The Fulton-Livingston endeavor to secure a monopoly of steamboating privileges in the West, the voyage of the pioneer *New Orleans* from Pittsburgh, and the ventures of Henry Miller Shreve, are described with some spirit. In

Pittsburgh was built the *Western Engineer*, launched in 1819, which made trail-blazing voyages on the Missouri and the upper Mississippi. Goods and emigrants from the Forks of the Ohio made the long voyage into those narrowing stretches of the Mississippi where the parent green is uncolored by the Missouri's yellow silt.

The steamboat trade on these upper stretches was, as Dr. Petersen discusses it, interestingly varied. The yearly delivery of Indian annuities gave steamboat captains a rich source of revenue. Sometimes, in the process of crowding the Indians into reservations, entire tribes were transported on the boats. The seasonal catch of furs at the upper Wisconsin and Minnesota posts was shipped downstream; and upward to the posts came flour, sugar, corn, liquor, powder, and some of the imported knicknacks for Indians' delectation. From Selkirk's unique Red River Settlement long caravans of ox carts jolted southward with their loads of robes and pelts to St. Paul, these loads to go into the holds of steamboats which brought foodstuffs to the head of navigation. The government made strategic use of steam on the waters for "surveys and scientific expeditions, tours of inspection and military escorts for the red man . . . More important, however, was the transportation of troops in time of war, the yearly movement of troops from post to post during times of peace, and the transportation of supplies and equipment." Movement of the lead pigs from the mines in the vicinity of Galena was an extensive and profitable trade; the author cites evidence that no other single factor during the quarter-century between 1823 and 1848 was so important in developing steamboating on the upper Mississippi.

A chapter amusingly titled "Mid Pleasures on Palaces" recalls the queenly boats that entered the excursion trade. (The *New Orleans*, by the way, was first in this exploitation of fun and freedom, when in 1811 it broke its historic voyage at Louisville and Cincinnati to offer short runs for paying customers.) A pleasant quotation in describing an excursion party of 1860 carries into the lull when "overcome by the delicious music, the crowd paired off, and in every shaded nook of the boat nestled a pair of turtle doves." Turtle doves are almost the only odd cargo unmentioned in a grab-bag chapter, "Many Cargoes and Strange." The most vivid pages of the book describe life on the deck and in the cabin for the emigrants and the more affluent passengers.

This volume is episodic rather than unified; the effects aimed at are largely pictorial. It lends itself particularly to the pick-and-browse method of reading.

*University of Pittsburgh*

E. DOUGLAS BRANCH