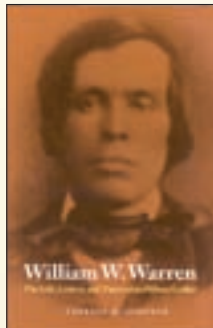


**William W. Warren: The Life, Letters, and Times of an Ojibwe Leader**

**Theresa M. Schenck**

*(Lincoln: University of Nebraska Press, 2007. 204 p. Cloth, \$45.00.)*

This book offers a fascinating and needed window into the history of early-nineteenth-century Wisconsin and Minnesota, especially with regard to the experiences and contributions of Euro-Indian people and the effects of U.S. Indian policy on the Ojibwe. It is particularly valuable because it is the first account of Warren's life and times based on all the extant primary sources, including, importantly, Warren's letters, which hitherto either had not been discovered or consulted. Schenck reproduces the full texts of most of these letters as well as many accounts by others about Warren, his family, and his associates. The book serves as both a compilation of rich primary source materials and a biography and history based on a synthesis of all the relevant sources.



William Whipple Warren was a man of Ojibwe-Anglo-French heritage who lived a very short but influential life (1825–53) during a period of rapid change, profound disruption, and loss for the region's Ojibwe. He was an Ojibwe-language interpreter and historian, an employee of the Office of Indian Affairs at various agencies, and a Minnesota territorial legislator. Warren did not identify culturally primarily as an Indian. Although he lived his childhood at La Pointe (Madeline Island) in an extended Euro-Ojibwe family, as an adolescent, Warren spent three years at school in New York and under the influence of his father's family. As a result, he came to identify culturally more as a Yankee, although his career and intellectual interests were obviously dependent upon and closely connected to his Ojibwe heritage.

Warren began his work as an interpreter among the Ojibwe in the wake of the La Pointe Treaty of 1842 and was a central figure in the negotiation of the Treaty of Fond du Lac in 1847. He is remembered today as the author of the *History of the Ojibway*, published posthumously in 1885 by the Minnesota Historical Society. In his own time, however, he was best known as a controversial player in the federal government's two botched, calamitous attempts in 1850 and 1851 to remove the Wisconsin Ojibwe to Minnesota. As Schenck points out, as a result of his close association with these two removals, Warren was accused of being a fraud and was largely viewed as a failure in his own time.

This book falls short of expectations for a biography,

however, because it is mainly descriptive and lacks an interpretative structure providing a coherent, continuous assessment of Warren's life and times. Schenck's most clearly articulated claim is that Warren supported the government's removal policy because he sincerely believed it was both inevitable and in the best interest of the Ojibwe. This offers insight into only one aspect—albeit an important one—of Warren's experience and social environment. Schenck provides only scant or weak analyses of other dimensions of Warren's life or of his engagement with key people and events. In the absence of a strong, unifying interpretive thread, the strictly chronological approach makes this work, at times, read as little more than a detailed timeline. One can imagine alternative stylistic approaches that might have produced a more compelling narrative.

Despite these limitations, Schenck's book makes a significant contribution to the historiography of Euro-Indian people in early-nineteenth-century Wisconsin and Minnesota, especially as a resource of detailed information and primary texts. It provides welcome access to a subject, a place, and time, all of which demand more attention from historians.

*Reviewed by Jane Lamm Carroll, Ph.D., an associate professor of history at the College of St. Catherine in St. Paul and author, most recently, of "This Higgeldy-Piggeldy Assembly: An Anglo-Dakota Family in Early Minnesota," in Minnesota History (Summer 2007). Her research focuses on the nature of relationships between Anglo-American men and Native women in early-nineteenth-century Minnesota and the cultural identities of their children.*

**Twin Cities by Trolley: The Streetcar Era in Minneapolis and St. Paul**

**John W. Diers and Aaron Isaacs**

*(Minneapolis: University of Minnesota Press, 2007. 348 p. Cloth, \$39.95.)*

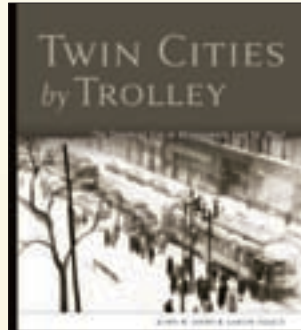
It is hard to imagine a book that would be more fascinating to anyone interested in the development of the Twin Cities and their streetcar lines. The authors bring to their study a passion for streetcars and experience in transit that goes well beyond scholarly interest or academic credentials. Their deep affection for, and knowledge of, this mode of transportation shows in their careful presentation of a myriad of details associated with the technology, politics, work conditions, and geography of the Twin City Rapid Transit System. Diers and Isaacs succeed in giving a human face to this combination of iron rails, rattling streetcars, workshops,

offices, employees, and owners. They also give us a clear understanding of the political and financial arrangements that made it all possible.

The rigor of the authors' research is evident in the treasure of photographs they discovered. For a student of Twin Cities neighborhoods and commercial landscapes, this is a wonderful resource. We see pictures of everything imaginable related to streetcars: people waiting to board, streetcars stopped by flooded roadways, in accidents with motor vehicles, waiting for Winter Carnival celebrants, at baseball games, transporting children to school and people to the state fair. Streetcars are shown running through neighborhoods, through the countryside, over bridges, and in downtown St. Paul and Minneapolis. Perhaps the most amazing shot is of a streetcar on Hennepin Avenue, taken from inside the Lincoln car dealership. Snazzy, expensive luxury is the focus, but the ghostly image of the streetcar evokes its coming demise. There are also several pictures of the buses that would eventually supplant streetcars.

The authors would have us focus on the streetcars or tracks in these photos, but that is just about impossible. We glimpse all kinds of people who made our cities work, going about their daily business: company men working on the tracks, repairing and rebuilding the cars, operating the machines, killing time between runs, and conducting office work. There are also posed pictures of the bosses in their wide-lapelled suits, complemented by the workers captured accidentally in the image.

Because the streetcars went just about everywhere, practically all parts and functions of the cities are portrayed. About half of the book, titled "Trolleys in Your Neighborhood," covers areas ranging from the downtowns to the new suburbs. This section is an irresistible call to get out and trace the old routes, to see what still remains from 50 years ago. Each line is mapped, described, and profusely illustrated. The section begins with the Intercity Lines and then moves to Minneapolis and, finally, St. Paul. The route maps are first rate, the text concise and engaging, but space limitation prevents the authors from providing much detail. For example, their discussion of the Grand Avenue Line in St. Paul makes no mention of the subsidy paid to the company by Macalester and St. Thomas colleges to extend the track west to Cretin Avenue. But such unavoidable omissions in no way detract from the value of the book.



There is also what must be complete documentation of the car inventory: various models of passenger cars, snowplow cars, rail grinders, and the work cars used to build and repair the track. The text and illustrations trace the life cycle of cars from mere parts through construction and scheduled maintenance to their grisly demise. (One picture shows two men grinning in front of a car being burned for scrap.)

*Twin Cities by Trolley* is much more than an album of old pictures. The first six chapters recount the history of the Twin City Rapid Transit Company with interesting details about the founders and the changing technology of traction. There is a chapter on the intra-urban lines and the development of the steamboats and amusement parks at the end of the lines. Many readers will know this material, but the authors present it well. The two chapters "Made in Minnesota: The 'Tom Lowery,'" and "Service, Courtesy, Safety: Working for the Company," contain information not generally available elsewhere. "Made in Minnesota" is for the mechanically inclined; the well-illustrated descriptions of cars and their special features are interesting but may be too technical for some. "Service," however, is made for readers who enjoy social and labor history. It provides new information on the life of company employees and is a great read.

The book is capped with an epilogue on conspiracy theories about the company's bankruptcy. Appendices present a great wealth of primary data about operations and route maps. This part alone makes the book a necessity for the library of everyone interested in the history and geography of the metro area.

*Twin Cities by Trolley* is probably the last word on the development of the area's streetcar system. What remains to be done is study how the system contributed to the culture of middle- and lower-income neighborhoods. Streetcars liberated women who could ride to work, shop, and visit. The great accessibility that the system provided for the downtowns made high-density developments of retailers and offices possible. Young people from all neighborhoods could ride downtown to movies, parades, and circuses or travel to the end of the line and always find their way home. Workers could commute long distances to industrial centers in South St. Paul, at Lake and Hiawatha, and Hopkins, as well as the downtowns.

At the same time, a lack of links isolated some neighborhoods. The most glaring example is the Rondo Street Line that served St. Paul's African American community. It ran from downtown St. Paul but had no western outlet and did not connect to Snelling Avenue. Similarly, the Plymouth Avenue Line of north Minneapolis served the city's largest and most concentrated Jewish community but was not connected to other neighborhoods.

These issues lie outside the scope of this book, however. This wonderful collection invites further research into the impact of streetcars on the architecture, land use, and culture of the Twin Cities and first-ring suburbs. The book is an important and most welcome addition to the growing literature on the Twin Cities.

*Reviewed by David A. Lanegran, John S. Holl Professor of Geography at Macalester College, St. Paul. His newest book, Minnesota on the Map, is forthcoming in Fall 2008.*

## Grace Flandrau: Voice Interrupted Georgia Ray

*(Roseville, MN: Edinborough Press, 2007.  
273 p. Cloth, \$34.95.)*

Has author Grace Flandrau been unjustly dismissed and forgotten by Minnesota readers and historians? Do her life and work merit more attention and a wider audience? Georgia Ray attempts to answer these questions in this thoroughly researched, well written, and consistently interesting biography.

Born the illegitimate daughter of Minnesota businessman Edward J. Hodgson in 1886, Grace was raised as his legitimate and favorite child. She grew up with the trappings of wealth but none of the security. The necessity of keeping up the pretense of wealth while dealing with the daily worries of poverty at a young age, combined with her father's incestuous advances, led to life-long battles with depression. In 1909 Grace Hodgson met, fell in love with, and married Blair Flandrau. Rich, Harvard-educated, and brother to St. Paul literary lion Charles Macomb Flandrau, Blair was handsome and well connected but a terrible businessman. Their inherited investments provided financial security, but they lacked a steady source of income.

Flandrau began writing to stabilize their finances and soon became a highly paid short-story writer. Her success attracted the attention of book publishers. In all, she published four novels: *Cousin Julia* (1917), *Being Respectable* (1923), *Entranced* (1924), and *Indeed This Flesh* (1934). Though well received and well written, they were not original in style or form. Her satirical description of St. Paul society angered some, and *Indeed This Flesh* caused a minor scandal by revealing her family's secrets. None of her novels helped her establish a lasting literary reputation.

Her diary from a trip to Africa provided the material for her best and most successful book, *Then I Saw the Congo* (1929); she also wrote a number of stories set in Africa that

were later collected in *Under the Sun* (1937). Given the importance of the trip to Flandrau's career, it seems odd that Ray spends so few pages describing what Flandrau did in Africa. Perhaps Ray hoped to encourage people to read *Then I Saw the Congo*, but given its limited availability, a more detailed description of the trip would have helped explain its importance in Flandrau's work.

Plagued by bouts of depression that kept her from taking on long writing projects after 1934, Flandrau concentrated on short stories. When her husband died in 1938, even this became impossible. She stopped writing and was transfixed by indecision. Eventually she pulled out of her depression and began writing again, but when she died in 1971 her books were out of print and little remembered—in St. Paul or elsewhere. Ray's biography attempts to remedy that by asserting the quality of Flandrau's work and explaining her disappearance from literary history.

Given the critical acceptance of her work and her ability to get it published, it seems clear that Grace Flandrau was a talented writer. Unfortunately, she never produced an original "modern" novel. Only her book about Africa caught the attention of the broader reading public and, though widely praised, it was not the kind of work that establishes a lasting literary reputation. Flandrau's greatest artistic successes were her short stories—and most writers of that genre are quickly forgotten after their deaths, no matter how many anthologies include their work. There is little evidence to support Ray's theory that Flandrau's reputation as a writer was ruined by a conspiracy led by her brother-in-law Charles and his sycophantic protégé James Grey and by hostility toward her in St. Paul. In fact, Grace Flandrau's popularity as a book critic in local newspapers and on radio suggests that she was accepted and respected in St. Paul. It seems more likely that her debilitating bouts with depression prevented her from producing the kind of substantial and lasting fiction that would have secured a literary reputation.

Whether she was a victim of a conspiracy or her own frail psychological state, Grace Flandrau today is little known or appreciated. Ray has done an admirable job of explaining the intricacies of Flandrau's complicated life and has made a compelling case for a reassessment of her work. *Grace Flandrau: Voice Interrupted* should help revive interest in both.

*Reviewed by Brian Bruce, a history teacher in Friendswood, Texas, and author of Thomas Boyd: Lost Author of the Lost Generation (2006).*





■ Awards: Greg Gaut's and Marsha Neff's article, "Save the Lady: The Struggle for the Winona County Courthouse," published in the Winter 2005–06 issue of *Minnesota History*, has won the David Stanley Gebhard Award for the best article on a historic aspect of Minnesota's built environment. Given by the Minnesota chapter of the Society of Architectural Historians, the award considered articles published from July 2005 through June 2007. "Save the Lady" examines decades of heated, recurring debate about whether to raze or renovate a Victorian building. In the process, the article reveals much about a fundamental divide in American culture.

Sam Pritzker's paper, "Road Rage: The Fight to End Interstate 335 in Minneapolis," is the winner of the 2008 *Minnesota History Magazine* Award for the best senior-division History Day paper on a Minnesota topic. Addressing this year's theme, "Conflict and Compromise," the paper examines how Northeast Minneapolis residents, perhaps emboldened by the examples of the civil rights and anti-Vietnam War movements, spoke out, won over public officials, and stopped the road that would have destroyed their neighborhood. Pritzker is a student at Blake School in Minneapolis.

■ Oops! Many readers noted the obvious error in the lead-in to "My Minnesota" (Spring 2008). While sources vary on the exact area of the state, it's clear that 79,600-some square miles are *not* inland water, as reported, but land. Water accounts for about 7,325 square miles. Thanks to our sharp-eyed readers for keeping us on our toes.

■ Back in print in time for Minnesota's statehood sesquicentennial is John Szarkowski's classic photo collection, *The Face of Minnesota* (Minneapolis: University of Minnesota Press, 2008, 307 p., cloth, \$49.95). Originally commissioned to commemorate the state's centennial in 1958, the volume includes more than 175 evocative photographs of people and places, short essays, and a new foreword

by Verlyn Klinkenborg and afterword by Richard Benson.

■ If you're planning a road trip, here's a book that will make your trip worth the gas: *The Seven States of Minnesota* (Minneapolis: Nodin Press, 2007, 280 p., paper, \$19.95) is a guidebook offering an interesting collection of driving expeditions, complete with maps and photos. Author John Toren has packed this book with interesting bits of information covering history, culture, and geography—with a bonus addition of sidebars, providing insights to a particular area. These mini-essays vary from descriptions of a trip Thoreau took up the Minnesota River to explanations of the origin of the pottery culture of the St. Croix valley. You'll also discover the best bakeries in Faribault, the location of Inspiration Peak, and the ghost towns of Crow Wing and Beaver. This entertaining guidebook belongs in your glove compartment or backpack, for it's sure to enhance your travels.

■ The Fall 2007 issue of *Upper Midwest Jewish History*, "Prairie Perspectives: Our Jewish Veterans Remember World War II," draws on oral history, diaries, letters, manuscripts, and photographs to tell many stories, ranging from memories of the homes and communities the veterans left to enlistment, war, the liberation of the death camps, and an epilogue on "Lessons and Liabilities." An outgrowth of a special project by the Jewish Historical Society of the Upper Midwest, the 131-page issue is available for \$12.95 plus \$2.50 shipping from the JHSUM's office at the Barry Family Campus, 4330 S. Cedar Lake Rd., Minneapolis, 55416; 952-381-3360.

■ In *Between the Waters: Tracing the Northwest Trail from Lake Superior to the Mississippi* (Duluth: Dovetailed Press, 2007, 336 p., cloth, \$28.00; paper, \$23.00), Larry Luukkonen compiles history, geography, maps, and photos related to this once-important and arduous land-and-water route. Hunters, voyageurs, fur traders, missionaries, and explorers all traversed this pathway that connected

the Great Lakes with the Mississippi River at Sandy Lake. While much of the history will be well known to fur-trade and exploration aficionados, the book's focus on the route, which flourished between about 1650 and 1850, provides an interesting perspective.

■ The tragic confrontation known as the Dakota Uprising, Sioux War, U.S.-Dakota War of 1862, and other variations, continues to generate publications. Among the recent books are:

*Perspective on the Sioux War: Oscar Malmros, Minnesota's Adjutant General*, edited by Mary Hawker Bakeman (Prairie Echoes/Park Genealogical Books, 2007, paper, \$16.95 plus \$4.00 shipping and Minnesota sales tax, for residents; [www.parkbooks.com](http://www.parkbooks.com)). This reprints the official's two reports to the Minnesota legislature detailing the state's military response to the war: his account to a special session in September 1862, and his 1863 annual report to the governor. Malmros's presentation of how troops were recruited and dispersed, difficulties providing arms and ammunition, issues related to the noncombatant Ojibwe and Winnebago Indians, and many other factors provide a framework against which to view other reports of the war. The editor's helpful introduction includes a brief biography of Malmros and tips on how to use the documents.

*Dakota Uprising Victims: Gravestones & Stories* by Curtis A. Dahlin (Edina: Beaver's Pond Press, 2007, 179 p., cloth, \$24.95) is a detailed, illustrated compendium of the final resting places of the white people killed during the war, as well as how they came to be in their fateful locations and the circumstances of their death. The book is organized by county or area, stretching west to Dakota Territory, and contains detailed directions to the gravesites, maps, and 90-some illustrations of the markers. It can be ordered from [www.BookHouseFullfilment.com](http://www.BookHouseFullfilment.com); 1-800-901-3480.

■ The Minnesota Women's Consortium has prepared a 10-minute video, "Steps

Forward: A Sampling of Achievements of the Minnesota Women's Movement, 1977–2007," which highlights some of the progress toward the movement's long-term goals. Included, for example, is footage on pay equity laws, the Gopher women's hockey champions, founding of Women in the Trades, the Silent Witness National Initiative against domestic violence, and Ann Bancroft and the women's expedition to Antarctica. The DVD is available from the Consortium for \$6.00: 550 Rice St., St. Paul, 55103; 651-228-0338.

■ Hard work, diligence, and ambition brought success and fortune, if not permanent fame, to a family that began in poverty in rural Maine. In *Remarkable Americans: The Washburn Family* (Gardiner, ME: Tilbury House, 2008, 402 p., cloth, \$29.95), descendant Kerck Kelsey weaves a family biography of the ten siblings who made good in the second half of the nineteenth century. The political, military, and corporate achievements of Cadwallader and William who, among other things, revolutionized flour milling in Minnesota, may be well known to readers. The additional triumphs of their five brothers and three sisters, carefully set within the context of their era as well as familial history, make for a detailed and interesting portrait of a Yankee family that embodied the American dream of success.

■ Groundbreaking work at the University of Minnesota resulted from "the starvation experiment," during which conscientious objectors to World War II signed on as part of a study to determine the effects of nutrition loss. Conceived to benefit relief efforts in war-ravaged Europe and Asia, the study sought the best way to rehabilitate starving citizens. Todd Tucker captures this lost moment in American history—a time when staunch idealism and a deep willingness to sacrifice trumped even basic human needs—in *The Great Starvation Experiment: Ancel Keys and the Men who Starved for Science* (Minneapolis: University of Minnesota Press, 2008, 288 p., \$17.95).

■ More good work for the world's community is the subject of *"My Heart It Is Delicious": Setting the Course for Cross-Cultural Health Care: The Story of the Center for International Health* by Biloine W. Young (Afton, MN: Afton Historical Society Press, 2007, 196 p., \$35.00). In 1979 the American Refugee Committee of Minneapolis sent a medical team to the war-torn Thai-Cambodian border. Responding to an international health crisis half a world away, these volunteers brought back knowledge and understanding that helped transform refugee medical care around the globe. This volume collects their stories as well as tales of the refugees who inspired them along the way.

■ *Native Americans and the Environment: Perspectives on the Ecological Indian*, edited by Michael E. Harkin and David Rich Lewis (Lincoln: University of Nebraska Press, 2007, 403 p., \$24.95), brings together an interdisciplinary group of prominent scholars whose works continue and complicate the conversations that Shepard Krech started in *The Ecological Indian*. The essays examine topics as divergent as Pleistocene extinctions and the problem of storing nuclear waste on modern reservations and also address the image of the "ecological Indian" and its use in natural history displays and as a powerful stereotype for political purposes.

## MINNESOTA HISTORY

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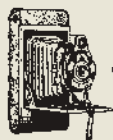
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ERIC MORTENSON/MHS COLLECTIONS

*Man and child, about 1850*

## Family Keepsake



THE DAGUERREOTYPE, named after its French inventor, Louis Jacques Mandé Daguerre, one of photography's two nineteenth-century fathers (the other being Englishman William Henry Fox Talbot), was a unique family keepsake. It comes down to us, more than 150 years later, much as it was to its unnamed subjects: an object with a fragile, mirror-like surface that was protected in an ornate frame and, usually, with a padded, hinged lid. Though we can extrapolate its pocket-sized scale from this same-size photograph and even sense its modest presence in our hand, what's lost in reproduction is the evanescence of the image.

The touching relationship of these two people, both of them now

long dead, would come flickering back to us if we held and turned the frame in our hands. Their expressions—alternately wondering (or worrying?) at the mechanism of a new experience only a few years older than the girl, relaxing in each other's presence, and growing impatient at their confinement for a multi-second exposure—elude us from many angles, appearing and vanishing as we turn the case to catch the light. But, like the other members of this family, or the man and child themselves, we can recover the delight of the recording with some small attention and manipulation.

What's eternally lost to 21st-century viewers is the truly unique phenomenon of the daguerreotype, which was often the first photo-

graph—the first true, non-mirror-reversed image of themselves—that subjects had ever seen. No wonder we might sense trepidation in those faces; ours, which have been recorded innumerable times amidst the visual density of an overwhelmingly imaged world, are as familiar (and, so often, cringe-worthy) to us as either side of our hands. Despite the new experience, however, the truth of a relationship is manifest in this image, which touches us in its clarity and through the precision of the “mirror with a memory.”

—GEORGE SLADE

*George Slade, a photography historian and curator based in St. Paul, is the author of Looking Homeward: Notes on Photographic Minnesota, forthcoming from MHS Press.*



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