

## Do You Remember Goat Carts?

AFTER RECEIVING the Summer, 1974, issue of *Minnesota History*, with its cover photograph of an itinerant balloon peddler in 1908, a few readers wrote or stopped in with photographs or reminiscences of their own. The cover picture was furnished by James Taylor Dunn, former chief librarian and now a research associate of the Minnesota Historical Society, who wrote the report on Minnesota music in this issue. Mr. Dunn had added — and *Minnesota History* included the information in the “on the cover” explanation of the balloon man — that another popular figure with children of that era, and presumably also with their parents, was the roving photographer and his goat cart. For twenty-five cents he would take a picture of a child seated in the goat-pulled wagon. Apparently the price stayed the same no matter how many youngsters from a household were squeezed into the frame.

The editors of this magazine enjoyed the photographs and comments and thought you might, too. We also hope that, by publishing the pictures and accompanying material, others will be encouraged to respond to articles and features with letters, comments, information, or additions of their own to MHS collections. We enjoy hearing from our readers, and, if the material is appropriate, we can sometimes print your views and commentaries. For example, we published Philip D. Jordan's thoughtful, provocative editorial on the “Neurosis of Nostalgia” in the Fall, 1974, issue and Evelyn Bolles Grant's protest over changing of historic road names in Afton, and elsewhere, in the Summer, 1974, magazine. Of course, we are always happy, too, to con-

sider full-length, annotated manuscripts for publication.

In addition to publishing three photographs of children in goat carts, we were also able, with the consent of the donors, to add the pictures to the MHS audio-visual collection. Copies were made of the originals, which were then returned to the owners. These photographs are now available to the general public. (The Minnesota Historical Society must be credited if they are published.)

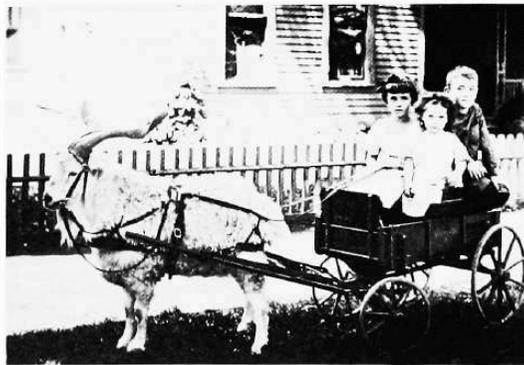
Mr. Dunn first submitted the balloon picture and then brought in the accompanying one of himself taken in a goat cart in 1916. Local and national pride are reflected in the “Minn.-St. Paul” pennant on the goat, the American flag, and the “Made in America” sign. It was, of course, a time of heightened nationalism, and these signs must have been typical because another goat picture has “Made in U.S.A.” on the side of the wagon.

Mrs. Kathleen McConnon Darley, now of Minneapolis, sent us a photograph of herself, her brother, and her sister taken in 1913 in Winona. Mrs. Darley writes that “If Mr. Dunn's information of 25¢ a picture is correct, our mother certainly got a bargain with all 3 of us.” She identified the children (from left) as Kate, age five, Alice, age two, and James McConnon, age six. Their father, Joseph R. McConnon, was a manufacturer of “domestic and veterinary” remedies, flavoring extracts, toilet articles, and spices. Mrs. Darley also writes that her great-grandfather, Charles H. Berry, settled in Winona in 1855. He was a lawyer, a federal judge, and the first attorney-general of Minnesota, as well as an early member of the Minnesota Historical Society.

JAMES T. DUNN in St. Paul



McCONNON CHILDREN in Winona



MERLE MURPHEY in Minneapolis



The photograph of Merle Murphey, not yet three years old, was taken in 1917 near her childhood residence in the vicinity of Edison High School in northeast Minneapolis. She is now Mrs. Norman E. Martin of New Hope.

With all those animals and sometimes uncomfortable looking children, the lot of photographers must not have

been easy. But then there must have been method to that animal madness: The roving photographer would have had to stay home and wait for trade if he had not had his beasts of burden to haul around the heavy and unwieldy photographic equipment used in earlier years.

Virginia L. Rahm, assistant editor

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## BOOK REVIEWS

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*Charles A. Lindbergh and the Battle Against American Intervention in World War II.* By Wayne S. Cole. (New York, Harcourt Brace Jovanovich, 1974. xvii, 298 p. Illustrations. \$10.00.)

THE AMERICAN PUBLIC does not readily forgive spokesmen for lost causes. Assuredly, the Japanese attack upon Pearl Harbor relegated the efforts of Charles A. Lindbergh and the prewar noninterventionists to the status of a lost cause. Less than a decade later Henry A. Wallace and the Progressive Citizens of America suffered an identical fate, albeit not quite so rapidly, with the Communist coup in Czechoslovakia. While revisionist historians have restored the reputations of Wallace and his followers, Lindbergh and other major spokesmen for the America First Committee have not been treated as generously. In *Charles A. Lindbergh and American Intervention in World War II*, Professor Wayne S. Cole attempts to provide the historical vindication Lindbergh sought and failed to achieve when he published his memoirs in 1970.

While Mr. Cole does not answer the question of whether the United States could have or should have avoided war in 1941, his work does evoke admiration for Lindbergh. He argues persuasively that the famed aviator's position was intellectually respectable and honestly conceived. Lindbergh is portrayed as having enormous respect for the values of western civilization, as sensitive to the dehumanizing impact of modern weapons technology, and as a man maligned by his adversaries.

Mr. Cole does not apologize for Lindbergh's insensitivity to the racist policies of Nazi Germany. Instead, through extensive documentation, he demonstrates that the insensitivity arose from his faith in the accomplishments of the white West. Those accomplishments rested in part upon western technology, and as the war increasingly sensitized Lindbergh to injuries inflicted both upon man and the environment by radical technological advance, he modified his view. At the end of his life, his belief in the virtues of western civilization had diminished significantly. Similarly, his pride in what the white race had achieved altered. Mr. Cole states that in 1973 Lindbergh believed that:

"race is an important and valuable quality, and that our world would be a much poorer place to live on if its various races did not exist. I think a man should be

proud of his race or of his mixture of races. Certainly I am. I would like to see racial pride encouraged, but also the freedom of mixture between races according to individual desire. In my opinion, we should encourage racial differences, but discourage racial prejudices.

It seems to me that the average intellectual superiority of the white race, for instance, is countered by the sensate superiority of the black race. Even though I was born and live in the framework of the white race, I believe it is quite possible that the black race will achieve a better balance of life eventually.

It goes without saying that no pure race exists. Nevertheless racial differences are obvious. I become more and more doubtful that the superiority in science and technology of European man is leading him to a better life than that achieved by other peoples."

While Mr. Cole stresses that Lindbergh foresaw the pressing concerns of the present in his reaction to wartime technological advance, he is quite properly more interested in Lindbergh's role as the major noninterventionist spokesman. In that role Lindbergh spoke out effectively and with candor. He was most able in refuting the idea that Germany directly menaced the United States. His frankness proved troublesome both for himself and for the America First Committee. At Des Moines in September, 1941, the aviator singled out three groups allegedly responsible for drawing America nearer to war. The American Jewish community was one of those Lindbergh held responsible. The resultant furor eroded the effectiveness of the committee. The cost to Lindbergh was greater. Prominent spokesmen for the Roosevelt administration branded him a racist, a fellow traveler of the Nazis, and came close to calling his remarks treasonous. Ironically, among those who joined the attack was Henry Wallace who later would be similarly victimized. After Pearl Harbor, President Franklin D. Roosevelt used his power to ensure that Lindbergh did not serve in the air force. Mr. Cole's treatment of the Des Moines speech is balanced and judicious. What emerges from that treatment is a heightened awareness of how tenuous is the right to free speech in an emotionally laden political milieu.

For those interested either in Lindbergh the man or in the



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