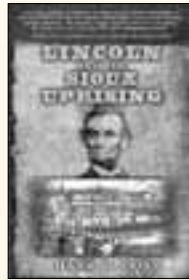


Lincoln and the Sioux Uprising of 1862

By Hank H. Cox

(Nashville: Cumberland House, 2005.

213 p. Paper, \$14.95.)



Hank H. Cox is not an historian, as the “Bibliographical Note” to this book clearly demonstrates. Rather, he is a narrative writer who wants mostly to tell a story, and his story is about the Dakota War of 1862. He believes that this war upset the Lincoln Administration at a crucial time during the Civil War. Cox’s primary goal is to “gain insight into the extraordinary pressures visited upon Abraham Lincoln as he attempted to grapple with the events in Minnesota.” In order to show this concern, Cox first offers a blow-by-blow account of the “Sioux Uprising,” spending literally three-quarters of his pages on this struggle. He believes that it was a major event in History and that it has been “largely overlooked” by historians.

The last chapter is devoted to Lincoln and the agonizing decision he had to make regarding the Dakota prisoners that were taken in the last days of the fighting. Initially, more than 300 were condemned to death by a military commission. If the book has any value at all, it is in this last segment, although the author’s use of Gore Vidal’s biography of Lincoln, rather than the dozen or so serious historical efforts that are available, will bother some readers. Cox concludes that Lincoln’s decision to intervene in the Sioux trials and argue for the execution of only those deemed most guilty was the result of his “abiding passion for mercy.” As the author admits, this is not necessarily a new interpretation.

While historians may not argue with his assessment of Lincoln, Cox’s history of the war is terribly flawed. He lacks a sense of what constitutes acceptable historical methods. Indeed, his bibliography reveals a total lack of primary research in Minnesota. For his account, he relies almost entirely on three largely outdated secondary sources—Kenneth Carley, Isaac Heard, and Chester Oehler. This is completely unacceptable in a day when—contrary to the author’s claim that this history is “overlooked”—dozens of articles and many new studies have been written of various aspects of the war and its aftermath. This leads the author to some extremely stilted assertions, such as the argument that virtually every female captive held by the Indians was dragged off into the woods and raped. Had the author taken the time to consult the very trial records that Lincoln did—or even a few of the many captivity narratives that have survived—he would have realized that the testimony of the female prisoners revealed that such rumors, published in

the press and even believed by many military officers, were totally untrue.

Such books as this, which appear to be history, do more harm than good.

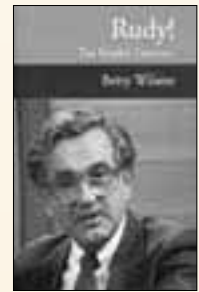
Reviewed by Gary Clayton Anderson, professor of history at the University of Oklahoma. Among his publications are Little Crow: Spokesman for the Sioux and Kinsmen of Another Kind: Dakota-White Relations in the Upper Mississippi Valley, 1650–1862.

Rudy, the People’s Governor

By Betty Wilson

(Minneapolis: Nodin Press, 2005. 309 p.

Cloth, \$25.00.)



If journalism is the first draft of history, then Betty Wilson’s *Rudy, the People’s Governor* is surely just the first attempt to capture the mercurial life and times of Rudy Perpich. Wilson, a long-time political reporter for the *Minneapolis Star Tribune*, has written a fast-paced, compelling portrait of Minnesota’s maverick, reformist governor, who served the people with a passion not seen since the tumultuous tenure of Floyd B. Olson.

Rudy Perpich grew up on the Mesabi Iron Range in the years before union contracts brought a measure of economic stability to the lives of miners. His miner father, Anton Perpich, struggled to provide for the family, which often faced months of hardship when he was laid off. Mary Perpich, Rudy’s mother, understood that education would provide her sons with a way out of their economic trap and insisted that they would go to college. Remarkably, all four of them not did so but became either doctors of dentistry or psychiatry. But for Rudy, George, and Tony Perpich, dentistry was just a means to an end, and in the 1960s they began to challenge the political establishment on the Range and then in St. Paul.

Wilson’s nuanced understanding of those formative years helps explain the intense loyalties Rangers feel for one another and the volatile nature of the political game in that region. After reading the story of the Perpichs’ seminal years, Iron Rangers will reflect on their own history, and Minnesotans will understand why these three men, who were committed to a “similar vision of political and economic empowerment for the powerless and the poor,” were elected to the state legislature.

Wilson covers it all: the years on the Hibbing School Board, the run for state Senate, the effort to become lieu-

tenant governor, the first term as governor and subsequent defeat in the “Minnesota Massacre,” the triumphant return to power in 1983, and the slide into paranoia and defeat as exhaustion overtook Perpich in 1990. Reading this account of the turbulent decades of the 1960s, 1970s, and 1980s, one is reminded of how much political change occurred in the state and how important the idea of the common good was to Minnesotans. Statesmen such as Governors Harold Levander and Albert Quie, who sacrificed their political careers for the people, and legislators of both political parties, who battled hard for their beliefs, largely avoided descending into the mean-spirited pettiness we see too often today. And throughout it all, Rudy Perpich’s ideas percolated, tumbled forth, and often came to fruition.

But this story is incomplete because it is based almost solely on journalistic accounts of Perpich’s life and on interviews with his friends and foes. The wealth of information in his archived papers was not mined for this story, which, in the end, is merely a chronological account of his life. The story moves as quickly as Perpich himself often did, but the thoughtful, visionary man is missing. Rudy Perpich recognized earlier than almost anyone in the state that globalization would be the future and, through the sheer audacity of his ideas, began moving Minnesota into the global economy. He grew in office, came to accommodate and even embrace the business world, but never forgot where he came from or ceased to believe that government could be a positive good in people’s lives. After reading Wilson’s book, one is left wondering who inspired Perpich, what was the source of his ideas, and how he managed so often to accomplish what seemed impossible. One hopes that an in-depth history of Perpich’s years as governor will be written, because Minnesotans need to be reminded what it means for politicians to unselfishly serve a “world-class state” and a first-rate people.

Reviewed by Pamela A. Brunfelt, who teaches history and political science at Vermilion Community College in Ely.

Voices of Rondo: Oral Histories of St. Paul’s Historic Black Community

Compiled by Kate Cavett

(Minneapolis: Syren Book Co., 2005. 365 p. Paper, \$17.95; book and DVD set, \$31.95.)

During the 1960s, the Model Cities Program changed the face of America’s urban areas. Under the aegis of “urban renewal” and “progress,” entire neighborhoods were removed, to be replaced by



open spaces and, in many cases, the expanding network of interstate highways. Examples abound of U.S. cities transformed by this monumental undertaking: Indianapolis, Akron, St. Paul. And the list goes on.

Frequently it was lower-income areas that bore the brunt of these renewal programs. In the 1960s in St. Paul, developers and planners cut out the heart of the city’s historic Black community to make way for Interstate 94. Homes and businesses fell to the wrecking ball. Families were forced to relocate. A geographic sense of community was lost.

Voices of Rondo: Oral Histories of St. Paul’s Historic Black Community reaches back to capture and preserve this sense of community and make it available to a wide audience. Kate Cavett, who compiled the interviews, attempts here to “create a picture of the narrator’s life: the culture, food, eccentricities, opinions, thoughts, idiosyncrasies, joys, sorrows, passions—the rich substance that gives color and texture to this individual life.” And what a variety of lives: ranging in age from 55 to 100 years, the narrators speak openly and at length of their formative years in the Rondo neighborhood. Readers gain personal insights into the impact of the Hallie Q. Brown Center and Pilgrim Baptist Church, the life of a Pullman porter on long-distance rail service, and the varied responses to the racism encountered in everyday life.

This book is organized, approachable, and very readable. A foreword by noted historian David V. Taylor provides historical background, and two maps supply geographic context and identify key locations such as schools, churches, union halls, and gathering places. The main section of *Voices of Rondo* is comprised of edited excerpts from 33 oral history interviews conducted between 2003 and 2005. These are organized chronologically, beginning with the oldest narrator, Mary Chambers Bradley Hamilton, and continuing to the youngest, Yusef Mgeni. I applaud this approach, as it allows the reader to pass through decades and generations and detect change over time. Clearly, the world of Rondo in Mgeni’s youth was a far cry from that of the book’s earliest narrators—and so too are the values and expectations he brings to speaking about his past.

Supporting material includes a brief history of the Rondo oral history project and suggestions for further learning exercises. Primary and secondary educators will find in these exercises the basis for lessons on community and family, education and employment, racism and civil rights. Curriculum development on these themes can benefit from the inclusion of real individuals and genuine voices. Finally, there are period photographs included for each interviewee; these add a visual dimension and allow readers to see a world and an era, both now gone. The partner DVD provides approximately 17

minutes of interview footage from six of the book's narrators, speaking to the theme of community. I found that the DVD added little to what I gained from reading the interviews provided by the same speakers.

Voices of Rondo is a valuable addition to the existing oral history literature, both on the Rondo community specifically and the experience of Blacks in Minnesota generally. Those hoping to gain a more developed understanding of the men and women who made, and were made by, this neighborhood will surely appreciate this volume.

Reviewed by Thomas Saylor, Ph.D., associate professor of history at Concordia University, St. Paul. Founder and director of two oral history projects, he is the author of Remembering the Good War (2005) and a forthcoming volume (2007) based on more than 80 interviews with men from the Upper Midwest held as POWs of the Germans or the Japanese during World War II.

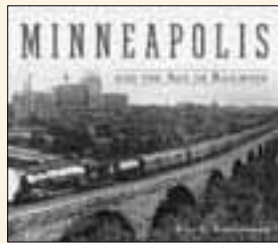
Minneapolis and the Age of Railways

By Don L. Hofsommer

(*Minneapolis: University of Minnesota Press, 2005. 238 p. Cloth, \$39.95.*)

Minneapolis is very fortunate to have respected historian Don L. Hofsommer explore the impact of railroads on the evolving city, and the University of Minnesota Press deserves praise for publishing such an informative and attractive book about the state's largest city. In railroad history, university presses have found a genre of books that sell because they appeal both to academic and popular audiences. A key ingredient of that appeal is the quality of the illustrations and maps, and the University of Minnesota Press understands that fact. This is one of the most attractive marriages of top-notch text and illustrations I have seen produced by any publisher.

Hofsommer, professor of history at St. Cloud State University, explains that while brief portions of *Minneapolis and the Age of Railways* derive from his earlier book *The Tootin' Louie: A History of the Minneapolis & St. Louis Railway* (2004), the study of the city and its hinterland is a natural sequel. For that reason, this book is in the tradition of *Nature's Metropolis*, William Cronon's respected study of the rise of Chicago.



Minneapolis has its own special story to tell. It was not as favored in the race for good railroad connections to resource-rich hinterlands as Chicago, or even neighboring St. Paul. When rails first reached Minneapolis in 1865 it was as a branch off the main line between Chicago and St. Paul, an arrangement sure to bruise the municipal ego of Minneapolis. Responsible for pulling Minneapolis up by its own bootstraps and giving substance to the city's imperial ambitions were the local businessmen who in the search for better connections fostered two home-grown railroads: the Minneapolis & St. Louis; and the Minneapolis, St. Paul & Sault Ste. Marie. During the late-nineteenth and early-twentieth centuries a series of transcontinental lines passed through Minneapolis on their way to the Pacific, and even the Minneapolis & St. Louis briefly considered extending its own route across South Dakota to the West Coast.

A major attraction of *Minneapolis and the Age of Railways* is that Hofsommer does not limit himself to a study of railroads. He examines the rise of Minneapolis as an industrial and commercial giant that by means of its expanding web of tracks was able to funnel a growing stream of Midwest commodities, notably grains, into its big processing plants and then dispatch its finished products to distant markets. It is no wonder railroads equaled municipal prosperity, and that connection is carefully examined here.

Minneapolis and the Age of Railways offers something for almost everyone. Not only does Hofsommer examine patterns of urban growth, but he also looks at passenger and freight service over the years, and at land and tourist promotion. This is also a history of industrial development and even of industrial archaeology as explored through maps and many other illustrations. Finally, Hofsommer skillfully places all the Minneapolis developments in the larger context of state and national economic, social, and political trends. As a result, this book is not just about Minneapolis history or even Minnesota railroads, but rather it is about national trends that should appeal to a broad audience. Considering its numerous illustrations—all of them properly sized and printed on good-quality paper for maximum clarity—the hardbound version of this book is a real bargain at \$39.95.

Reviewed by Carlos Schwantes, St. Louis Mercantile Library Professor of Transportation Studies and the West at the University of Missouri–St. Louis, and the author of numerous books on transportation and the West.

■ *Our Readers Write: Photos in the Spring 2006 issue prompted two readers to share information on two very different topics. From his reading of Sandy Barnard's book, I Go With Custer: The Life and Death of Reporter Mark Kellogg (1996), Richard Gebhart of Maple Grove was able to identify and profile one of the unnamed men in a picture we used:*

"I enjoyed the article 'Twenty-Six Feet and No Bottom' by John Lubetkin. Of interest to me was the photograph on the bottom of page 9, showing the chief surveyor Ira Spaulding and chief engineer Thomas Rosser and their surveying crew. . . . This photograph connects the NP Railway and Brainerd with one of the most famous U.S. historical events: the Battle of the Little Bighorn between the U.S. Army and the Sioux Indians.

"The connection is through the gentleman standing at far left in the photograph, Mark Kellogg [who] accompanied General Custer and the Seventh Cavalry on their 1876 march from Fort Abraham Lincoln, Dakota Territory, as a correspondent with the *Bismarck Tribune*. He was killed in the fighting on the bluffs of the Little Bighorn River. . . .

"Kellogg arrived in Bismarck, Dakota Territory, in May 1873 as the NP Railroad reached the Missouri River. He accompanied the NP survey crew west of Bismarck during the Yellowstone Expedition [which was] protected from the Sioux by over 200 soldiers under the command of General David Stanley and Brevet General George Custer. Custer and the NP engineer, Thomas Rosser, were West Point classmates, friends, and skirmished against one another in the Civil War, as Rosser was a Confederate general.

"Mark Kellogg was a close friend of Rosser, having been a member of his staff as a telegrapher from mid-1870 to 1873. During this time, Kellogg also chronicled the building of the NP from Duluth to Brainerd as a correspondent named "Frontier" to his old hometown newspaper, the *LaCrosse Republican and Leader*, as well as the *St. Paul Daily Pioneer*. Later, Kellogg was associate editor of one of the first newspapers in Brainerd, the *Greeley Daily Wave*. In all these positions he pro-

moted the advancement of the railroad and the city of Brainerd. . . . He continued his connection with the NP, writing often of the railroad, and giving first-hand accounts of the difficulties faced during the winter of 1872-73."

Retired English professor Stephen O. Swanson of Northfield responded to Bonnie Wilson's EyeWitness feature:

"The photo and article on Lanesboro's businessman-photographer-radio operator Gilbert Ellestad reminded me of his son, the late Gerhard (Gig), a patent lawyer who retired in Northfield.

"Gig wrote a little book called *Small Town Stuff* (1976, 56 pages) about growing up in Lanesboro in the twentieth century's early years. On the cover and on the inside it included over a dozen photographs taken by his father and on which his wonderful boyhood anecdotes are based.

"Gig graciously donated copies for my memoir writing classes at St. Olaf College. I used it for a half-dozen years."

■ Laura Gardner is the winner of the 2006 *Minnesota History Magazine* Award for the best senior-division History Day paper on a Minnesota topic. For this year's theme, "Taking a Stand in History," Gardner combined library research with oral history to present the story of Minnesota's first female Supreme Court justice, Rosalie Wahl. Entitled "A Place in the World," Gardner's paper shows how a path-breaking woman continued to grow, evolve, and take consistent stands that have changed the ways Minnesotans and others perceive and experience justice through the legal system. Gardner is in tenth grade at White Bear Lake High School-North Campus.

■ *Zumbrota, Minnesota: Bridging Past and Future, 1856-2006* (St. Louis: G. Bradley Publishing, 2005, 80 p., cloth, \$25.00 plus \$4.00 shipping), tells the Goodhue County town's history through a treasure of captioned photos from the Zumbrota Area Historical Society and local donors. The interesting images, which show streetscapes and townspeople enjoying small-town life, are

handsomely reproduced. They make the book, which was compiled by members of the historical society, a fine keepsake for readers familiar with the town and its families. The book is available from the ZAHS, P.O. Box 38, Zumbrota, MN 55992; or <http://zumbrotahistory.com>.

■ Until the 1960s the exacting and dangerous work of letterpress printing challenged generations of men, and a few women, who juggled hot metal, sharp blades, and toxic chemicals. Their long hours of work produced the daybooks of history—newspapers—as well as advertising pieces, books, and all else that was printed.

Robert MacGregor Shaw's *Life in the Back Shop* (Cornucopia, WI: Superior Letter Press Co., 2004, 186 p., \$19.95 plus \$3.30 shipping and handling) celebrates the stuff of old-time print shops: hand-set type and linotype, squirts of molten lead, printers' devils, ink stains and flammable solvents, interruptions and deadlines, fires, booze, and pied type. Shaw collected the stories from retired printers who volunteer at the Minnesota State Fair's Newspaper Museum, run by the Minnesota News Foundation.

■ The Dakota War of 1862 and its aftermath continue to attract the interest of researchers and readers. Three new publications examine different aspects of the conflict.

Camera and Sketchbook: Witnesses to the Sioux Uprising of 1862, compiled and edited by Alan R. Woolworth and Mary H. Bakeman (Roseville: Prairie Echoes, 2004, 132 p., paper, \$18.95), presents the eyewitness accounts of voluntary soldiers Adrian J. Ebell, a photojournalist, and Albert Colgrave, a professional graphic artist. Biographical sketches of the men accompany their accounts, photographs, sketches, and engravings. Among the useful appendixes are lists of white captives held by the Dakota in early September 1862 and white casualties at the Battle of Birch Coulee. *Camera and Sketchbook* is available from Park Genealogical Books, P.O. Box 130968, Roseville, MN 55113-0968 or www.parkbooks.com;

please include \$4.00 shipping and 6.5% sales tax for Minnesota customers.

Also available from Park Genealogical Books is *Claims from the Dakota Conflict: Supplying the Local Militia—Volume 1, October–November 1862*, compiled and indexed by Mary H. Bakeman. This 38-page paperback (\$14.95) contains extracts of claims in the records of the Board of Auditors filed by teamsters, ferrymen, farmers, livery stables, hotels, and others for materials they furnished to citizen soldiers during the Dakota War.

Corinne L. Monjeau-Marz's *The Dakota Internment At Fort Snelling, 1862–1864* (St. Paul: Prairie Smoke Press, 2005, 201 p., paper, \$19.95, plus \$3.00 shipping) documents another chapter in the story of the war: the lives and living conditions

of the peaceful Dakota women, children, and elderly who were rounded up after the war, marched to the fort, and confined to a village surrounded by a wooden wall and policed by armed troops. Drawing on a wide array of period sources and reports—and hauntingly illustrated with photos of the internees—the book begins with a summary of the war and follows the fate of the internees, detailing their march, confinement, deadly measles epidemic, religious conversions, and, finally, their exile to Dakota Territory. This book may be ordered from www.prairiesmokepress.com.

■ The James J. Hill Library will award a number of grants of up to \$2,000 to support research in the James J. Hill

Papers (1856–1916), Louis W. Hill Papers (1886–1948), and the Reed/Hyde Papers (1853–1960). Together, these collections document a wide range of topics in economic, business, immigration, urban, and cultural history. The deadline for application is November 1, 2006. For more information, contact W. Thomas White, curator, James J. Hill Library, 80 W. Fourth St., St. Paul 55102; phone, 651-265-5441; email twhite@jjhill.org.

■ An immigrant's journey includes a stop in late-nineteenth-century Minneapolis and settlement in the Red River Valley in *The Rise of Jonas Olsen: A Norwegian Immigrant's Saga* by Johannes B. Wist (Minneapolis: University of Minnesota Press with the Norwegian-American Historical Association, 2006, 470 p., cloth, \$29.95). Originally written in Norwegian, this story first appeared in serial form in the Norwegian-language newspaper *Decorah Posten*. This translation with introduction and annotations by Orm Øverland, a specialist in American literature at the University of Bergen, presents anew the immigrant's struggle to preserve his identity and heritage while striving to become fully accepted as an American.

■ *Banking in the Great Northern Territory: An Illustrated History* by George Richard Slade (Afton, MN: Afton Historical Society Press, 2005, 255 p., cloth, \$35.00) begins with frontier banking in the Midwest and the influence of James J. Hill and brings the story up through the transition from local to global banking. What this book chronicles best is the history of two local banks: Northwest Bancorporation and the First Bank Stock Corporation, which both accumulated regional empires. These corporations survived the Great Depression and later challenges of changing technology. Throughout, the author, a former banker, introduces key players in the economic development of the region, men who envisioned a future full of opportunities. Photos and stories of local entrepreneurs enhance the presentation. This is a book for those interested in local history as well as banking history.

MINNESOTA HISTORY

Publisher, *Gregory M. Britton*; Editor, *Anne R. Kaplan*; Design and Production, *Percolator*

Minnesota History is published quarterly and copyright 2006 by the Minnesota Historical Society, 345 Kellogg Blvd. West, St. Paul, MN 55102-1906; www.mnhs.org. Membership in the Society includes a subscription to *Minnesota History*. Basic individual memberships are \$55.00; for information, write the Membership Office at the address above or at membership@mnhs.org. Subscriptions to *Minnesota History* are \$20.00 per year. Back issues are \$5.00 each plus tax and \$2.75 postage; add 50¢ for each additional copy; call 651-297-3243 or 1-800-647-7827. Magazine text is available in alternative format from the editor.

Minnesota History welcomes the submission of articles and edited documents dealing with the social economic, political, intellectual, and cultural history of the state and the surrounding region. The Society assumes no responsibility for statements made by contributors.

The Code below indicates that copying beyond that permitted by Section 107 or 108 of the U.S. Copyright Laws requires the copier to pay the stated per copy fee through the Copyright Clearance Center, Danvers, MA, 978-750-8400 or www.copyright.com. This consent does not extend to other kinds of copying, such as copying for general distribution, for advertising or promotional purposes, for creating new collective works, or for resale. ISSN 0026-5497-06/0014-\$0+\$1.00.

Periodicals postage paid at St. Paul, MN. Postmaster: Send address changes to Membership Office, 345 Kellogg Blvd. West, St. Paul, MN 55102-1906. Publication number 351660.

Printed on recycled paper with soy ink.



MINNESOTA HISTORICAL SOCIETY

OFFICERS David A. Koch, *President*; Edward C. Stringer, *First Vice-President*; Sharon Avent, *Vice-President*; Brenda J. Child, *Vice-President*; William R. Stoeri, *Vice-President*; Nina M. Archabal, *Secretary*; Peter R. Reis, *Treasurer*

EXECUTIVE COUNCIL Abbot Aptor, Sharon Avent, Diane Berthel, Brenda J. Child, Judith S. Corson, Mark E. Davis, Ram Gada, James T. Hale, Margaret Johnson, Martha H. Kaemmer, Jayne B. Khalifa, David A. Koch, David M. Larson, Mary Mackbee, Susan B. McCarthy, Pierce A. McNally, William C. Melton, Robert W. Nelson, Richard Nicholson, Dale Olseth, Peter R. Reis, William R. Stoeri, Edward C. Stringer, Paul Verret, Eleanor C. Winston, Edward J. Zapp

EX-OFFICIO MEMBERS Tim Pawlenty, *Governor*; Carol Molnau, *Lieutenant Governor*; Mary Kiffmeyer, *Secretary of State*; Mike Hatch, *Attorney General*; Patricia Anderson, *State Auditor*



MHS COLLECTIONS

Flight of Fancy



THIS ARRESTING photograph looks both familiar and fantastic, the way many historical images can. Looming like a fairytale castle is the 345-foot-high Richardsonian Romanesque clock tower of the newly completed Minneapolis City Hall at Fourth Street and Third Avenue South. Silhouetted against the late afternoon sky is Alexander T. Heine in his handmade Curtiss Pusher biplane. The moment the photographer snapped the shutter, we know, is 3:45 p.m. on Friday, December 12, 1913. Heine is suspended in midair, hands fixed on the wheel and legs braced confidently against the pedals.

Alex Heine was a South Minneapolis native who worked for the Milwaukee Railroad but whose real passion was flying. He learned to fly at Glenn Curtiss's aviation school in San Diego. When he returned to Minnesota he built his own airplane—the first ever constructed in the state. By the fall of 1913 he was making regular flights from the grassy meadows near Fort Snelling and had even constructed a plane that would allow him to take thrill-seeking passengers aloft.

Heine is credited with the first airplane flight over the city of Minneapolis. On January 12, 1913, in sub-zero temperatures he flew from Fort Snelling to the courthouse, circled the tower three times, and returned to his makeshift landing strip. Thou-

sands of surprised spectators and several scared pigeons witnessed the daring feat. It was one thing, he explained, to fly over open fields where a pilot in distress could find room to land, but flying over a crowded city was much more risky.

Early flight was quick to spark the public's imagination. For people accustomed to horse-and-buggy travel or even the new "horseless carriage," aviation must have seemed amazing. This anonymous photographer has given us a picture that captures that magic.

—GREGORY M. BRITTON, MINNESOTA
HISTORICAL SOCIETY PRESS

To see a replica of a Curtiss Jenny biplane—suspended in the third-floor museum rotunda—visit the Minnesota History Center in St. Paul.



Copyright of **Minnesota History** is the property of the Minnesota Historical Society and its content may not be copied or emailed to multiple sites or posted to a listserv without the copyright holder's express written permission. Users may print, download, or email articles, however, for individual use.

To request permission for educational or commercial use, [contact us](#).