

Engle—indispensably present here—who joins both groups, as Iowa poet and teacher. Thus the Gildners' anthology records an important chapter in the annals of the state. And, though poetry is not written that school-children may be force-fed it, Iowa high school teachers who in any case teach some poetry should consider using this book in their classes. Its hawk-eye looks could lead some youngsters to life-long fascination.

—Tom Garst
Cornell College

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Marquette: The Biography of an Iowa Railroad Town, by Cecil Cook. Des Moines: Waukon & Mississippi Press, 1975. pp. 240. \$9.95.

Marquette, always a town of less than a thousand population, has long been an engine and crew change point on the Milwaukee Railroad. At first named North McGregor, it is on the Mississippi River opposite Prairie du Chien. A railroad line from Milwaukee reached the east bank in 1857. Earliest efforts to build a route west were unsuccessful, but by 1869 the rails extended from Marquette to Cresco. This became part of the first through route from Chicago to Minneapolis, but was later supplanted by more direct lines and came instead to be a portion of the main track from Milwaukee to Rapid City. In 1871 a railroad was built along the west bank of the Mississippi from Savanna through Marquette to La Crosse. Marquette also became the terminal for branches to Elkader and to the iron mine

at Waukon. Schedules for awhile were so arranged that main line trains from the east, west, north, and south, also from Elkader, arrived in Marquette at the same time for a grand interchange of passengers.

Marquette has a railroad roundhouse, with all the shop work that went with the maintenance of engines in the days of steam. The yard for switch tracks was enlarged in 1916. Until recent times there were considerable facilities for the icing of meat trains and corrals for the resting of cattle who had been in the cars the maximum time allowed by federal law. All these operations were hit hard by the great floods that came raging down Bloody Run in 1896 and in 1916.

Although railroading was the chief activity at Marquette, there was also a foundry, a large sawmill for logs rafted from up the river, and a brewery. A rock quarry near the town was especially active during the 1930s. Automobile travel across the river was first served by a ferry, then a suspension bridge (opened in 1932), and finally by a wider bridge completed in 1974. Railroad trains used a unique pontoon bridge.

This interesting, well organized, and clearly written book tells the story of Marquette quite effectively. It is significant beyond local history because it is typical of a great many small places whose economic life centers around railroad operations. The volume includes a splendid collection of pictures from a wide variety of sources covering the years from the Civil War to the present.

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