

may shelter a social structure that is a complex creation of the ages. Here in the land between the rivers whose waters flow to an inseparable union, the melting pot of humanity was white hot and the mixture bubbled violently as the new state was moulded into acceptable shape and its makers were testing their voices in the world forum.

Iowa was the handiwork of the ox-drivers and rail-splitters who jostled each other on the ferries and blazed crooked trails in the wooded valleys. An enduring social fabric was woven by them and their women, who brought spelling books and garden seeds with their wheels and looms. They wrought better than they knew. Later generations were to learn that it was at the fringe of the woodlands where the upland flowers bloomed brightest, that there was in the process of making a new and sturdy race with distinctive qualities and a rugged concept of human relations.

The making over of a trapper's reserve into a populous commonwealth was in the already familiar American way, with an accelerated tempo fed by an abundance of raw material for the kind of state that Iowa was destined to be. There was no blemish on the fair name of the state in the first century. The watchword and motto was, and continues to be, "Our liberties we prize and our rights we will maintain."

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#### EARLIEST IOWA RAILROAD CHARTERED 1836

In "A Brief History of the Chicago and Northwestern Line" recently circulated by that railway company (1942, 19 p.), the histories of several early western railroads that consolidated in 1864 to form the present system are reviewed. The earliest of the group, the Galena and Chicago Union Railroad, was chartered in 1836, according to this account. The illustrations form a most interesting feature of the pamphlet, including views of the line's early stations, pictures of early types of locomotives, and views of the interiors of dining and parlor cars of the 1870's.

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