

Frank Springer and New Mexico: From the Colfax County War to the Emergence of Modern Santa Fe, by David L. Caffey. College Station: Texas A&M University Press, 2006. xvii, 261 pp. Illustrations, notes, bibliographies, index. \$34.95 cloth.

Reviewer Jeffrey P. Brown is associate professor of history at New Mexico State University. He has written about several key figures in the development of the Old Northwest frontier.

David L. Caffey, vice-president for institutional effectiveness at Clovis Community College in New Mexico, has written several books about New Mexico topics. His most recent book assesses the career of Frank Springer, an Iowan who moved to New Mexico in the 1870s and played a significant role in his new home as an attorney, businessman, scholar, and philanthropist.

Many nineteenth-century Americans moved from one frontier to another, bringing traditions and training from their original homes while maintaining contacts with friends and family. This helped to link diverse regions into a unified nation. Attorneys often achieved particular success in new communities. Frank Springer typified these patterns. Born in Wapello, Iowa, to a well-known New England-born judge, he followed a college friend to frontier New Mexico and established a successful legal career in a violent frontier community. Springer was joined by a brother, but continued to visit other Iowa relatives, maintained for years a working relationship with Charles Wachsmuth, an internationally known paleontologist in Iowa, and relied on his father's Republican contacts in Washington, D.C., at crucial moments.

Trained as an attorney in Iowa, Springer defended the Maxwell Land Grant Company's claims to more than two million acres in New Mexico and Colorado against Hispanic and newer Anglo-American farmers and herders and against well-connected speculators and political manipulators. He negotiated with British and Dutch investors while maintaining effective control of the company. While Springer fought such powerful New Mexico politicians as Thomas Catron, he also built alliances with them when necessary. Springer argued cases before the U.S. Supreme Court, served for many years as president of the Maxwell trustees, and joined his brother in other successful New Mexico enterprises.

Springer's goal was to become economically independent in order to devote his time to the study of prehistoric crinoid fossils. He had become fascinated with scientific research while a college student in Iowa and maintained that interest all of his life. Springer became a respected crinoid scholar, published several illustrated books about crinoids, and gave his crinoid collection to the National Museum of Natural History

(later the Smithsonian). Springer funded artistic projects as well, including museum murals in Santa Fe. He helped shape New Mexico Normal University, served on the boards of the School of American Archaeology and the Museum of New Mexico, and supported the development of Santa Fe's distinctly revised architectural style. Like many successful businessmen in the Progressive Era, Springer eventually moved east. He lived most of his last 20 years in Washington and Philadelphia, dying in 1927.

This is a well-written and well-researched book, although it ascribes a political appointment to President Hayes that was actually one of President Arthur's (71). It provides a balanced assessment of an Iowan who became successful in a new frontier, became a respected paleontologist, and was an active university regent, museum board member, and philanthropist. Readers interested in the impact of Iowans on the greater nation will enjoy this volume.

Minneapolis and the Age of Railways, by Don L. Hofsommer. Minneapolis: University of Minnesota Press, 2005. xii, 337 pp. Maps, illustrations, tables, notes, index. \$39.95 cloth.

Reviewer Kevin B. Byrne is professor of history at Gustavus Adolphus College. His research has focused on the history of railroads, technology, and the military.

Don Hofsommer knows railroad history, and in this volume he draws deeply on his extensive knowledge, recounting the rise and decline of the relationship between Minneapolis and many of its railways. The prominence of more than 200 black-and-white photographs, maps, and other illustrations—many of them full-page—make this book appropriate for a coffee table, but Hofsommer's prose constitutes its heart. Although the book ostensibly covers the period from the 1850s to the 1970s, the focus in all but the final chapter is on the years from 1860 to 1920, often using the history of the Minneapolis & St. Louis Railroad as a vehicle for the story. Narrating the chronicle of that railway, which was begun largely by area milling interests, Hofsommer weaves together the complex history of Minneapolis railroads with the economic and population growth of the Mill City, the burgeoning state of Minnesota, and the upper Midwest.

Viewing the subject chiefly from a business history perspective, Hofsommer is sympathetic to the viewpoint of railroad managers, some of whom lend their colorful personalities to the story. The history also touches on Iowa, its northern regions in particular, due to their trading relationship with Minneapolis, as grain and coal went north while flour and lumber came south. Larger railroad combina-