

*Northern Pacific Views: The Railroad Photography of F. Jay Haynes, 1876-1905*, by Edward W. Nolan. Helena: Montana Historical Society Press, 1983. v, 206 pp. Photographs, notes, bibliography, index. \$24.95 cloth.

Twenty-three-year-old F. Jay Haynes, after two years of work for a Wisconsin photographer, opened his own studio in Moorhead, Minnesota in 1876. Just at that time the Northern Pacific Railroad, recovering from bankruptcy, started again to push construction on its line westward to the Pacific. Haynes's proposal to take pictures along the route brought him in contact with Charles S. Fee, soon to become its general passenger agent. After a few assignments the railroad appointed Haynes its official photographer. He took many pictures along the line and its surrounding corridor. He sold some of them to the railroad, some to the general public, and some to both. To increase the market for his stock of views and to further his taking of portraits he outfitted a railroad car as a studio. He and his assistants traveled the Northern Pacific extensively with it, advertising scheduled arrivals at towns somewhat like a traveling circus.

Charles S. Fee even secured for Haynes the exclusive right to run the photographic shops in Yellowstone National Park. When Fee left the Northern Pacific in 1905, Haynes lost his valuable connection with the railroad and concentrated on his lucrative park business until his death in 1921. He probably would have remained simply another local photographer if not for his fortunate connection with Fee, a highly skilled travel promoter who found much use for his pictures. Haynes's career, the building of the Northern Pacific westward, and the celebration upon the completion of the line are all clearly sketched in Edward W. Nolan's narrative text.

In taking his glass plate pictures Haynes had to use equipment weighing sixty or seventy pounds. Hauling it around a rugged unsettled territory was quite difficult. He was one of the "second generation" of landscape and outdoor photographers. The first pioneers, such men as William Henry Jackson, were employed by the federal government. Haynes thought of himself as an independent businessman who exploited the developing West by taking pictures and marketing them. He did not think of himself as an innovator, a creator, or an artist, but rather as a skilled craftsman following traditional procedures who turned out what the general public wanted to buy.

More significant than Nolan's excellent text are the 201 pictures it supplements. These are well selected from the 23,500 surviving Haynes glass plates, printed sharply, and generally reproduced in a generous 9x7 inch style. Some of the railroad pictures show construc-

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tion activity, equipment, trestles and bridges (especially the mighty one across the Missouri River), stations and important office buildings, and men who worked for the company. There is an interesting series of pictures which show the four trainloads of guests who went to see the golden spike driven upon completion of construction. Haynes also took many views along the territory immediately adjacent to the line. He photographed the work of farmers, scenes in new or expanding towns, striking scenic spots, and especially the beauty of Yellowstone National Park. This fine collection is an excellent survey of life along the northern part of the West from 1876 to 1905. It leaves the viewer with a strong impression of the comparatively primitive machines used to construct the railroad, the rawness of the new country, the humble beginnings of what later became important towns, and the unspoiled attractiveness of Yellowstone National Park. This collection again proves the old saying that one picture is worth a thousand words and its publication is a happy event.

UNIVERSITY OF IDAHO

WILLIAM S. GREEVER

*The Rise of the Midwestern Meat Packing Industry*, by Margaret Walsh. Lexington: University of Kentucky Press, 1982. x; 182 pp. Appendix, tables, maps, notes, selected bibliography, index. \$14.50 cloth.

Margaret Walsh reviews the history of the meat packing industry in the Midwest from the late 1830s to the 1870s. She opens with an argument citing the importance of the meat packing industry to industrial development in the Midwest, and describes how the industry progressed from an era in which its operations were relatively small in size and scope, with limited capital demands and simple procedures—indeed, it was largely a seasonal (winter) adjunct to the main activities of commission and produce merchants—to a level when a few larger, highly capitalized packers specializing in the meat trade and located in major urban and transportation centers were dominant. By the 1870s, she believes, the meat packing industry was on the verge of becoming a fully modern enterprise.

These changes in the industry were shaped by a wide variety of influences including westward settlement, population growth, improved communications, the rise of cities, and the Civil War. The most important influence was the development of the railroads which gave impetus to the shift from river ports to rail centers and to the concentration of the industry in the major cities of the upper Mississippi Valley. Next in importance later in the period treated was the industry's increasing use of ice in its operations.

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