

## SOME PUBLICATIONS

*Arnold's March from Cambridge to Quebec—A Critical Study Together with a Reprint of Arnold's Journal.* By JUSTIN H. SMITH. New York: G. P. Putnam's Sons. 1903. Pp. 498.

There are several reasons for the deep interest which attaches to the march of Benedict Arnold from Cambridge to Quebec. In the first place, it is a magnificent illustration of the wide scope of Washington's military statesmanship. It is one of those military conceptions which the detractors of Washington's military ability are called upon to explain. In the second place, the leader of the expedition was a man whose whole career is both interesting and important. Arnold was a traitor, it is true, and he will deservedly bear this name as long as American history is studied; but he was also one of the ablest men of his time. His career up to the fatal episode of West Point would give him a very high place among Washington's assistants. In the third place, the march to Quebec demands attention because of the contemporary march of Montgomery to Montreal by way of Lake Champlain. Again, this march to Quebec fell just short of being a brilliant success. It is interesting to speculate what would now be the condition of Canada if Arnold had succeeded. Furthermore, this study is one of the best illustrations in our history of the part which the apparently accidental has to play in the destiny of a people. Arnold failed because of a series of apparently trivial accidents. And finally, the march to Quebec opens up a most profitable field of study in the realm of historical geography, the importance of which is now being realized.

Professor Smith has given us a magnificent resumé of the history of this expedition. It is quite likely that in the future some points, still obscure, may be cleared up, that some of the original manuscripts, the absence of which at present the author laments, may come

to light, and that subsequent research may add to our knowledge of some particular points in this story, but it is difficult to see the need of a future treatise on this topic in its entirety. The volume is a very satisfactory compendium. Its arrangement and perspective are admirable. The notes are full enough to justify their segregation. The bibliography is complete enough to excuse the use of numerals to designate titles. The reader is under the necessity of following three pages at once during the course of the perusal. It is annoying, but the labor pays.

There is only one lack in the volume which could have been readily supplied, namely, maps. In a discussion of this character there is need of as much attention to maps as to notes. The notes are beyond fair criticism, but more maps are to be desired. The outline maps are good so far as they go, but they ought to be more numerous and more detailed. Frequently the text mentions places which are not to be found on any of the maps. Some readers might object to the excessive capitalization. Still others might wish to see the word American used in another sense. A man in Quebec was as much of an American as a man in Boston. Canada is and was just as much American as Massachusetts. As a matter of fact the only real Americans in the entire coterie were the Indians. But after all these defects are trivial. The volume stands for a very superior piece of critical scholarship. Its method of investigation is thoroughly orthodox. Its results are exhaustive and convincing, and its style, too often neglected in works of this character, is clear, natural, and entertaining. The volume is commendably free from irrelevant discussion and superfluous verbiage. The teacher of history in our modern American college can hardly find for his advanced students a better illustration of the real historical method both in investigation and in the working up of materials.

WILLIAM CRAIG WILCOX

THE STATE UNIVERSITY OF IOWA  
IOWA CITY, IOWA

*American Railway Transportation.* By EMORY R. JOHNSON. New York: D. Appleton and Company. 1903. Pp. 434.

To one acquainted with the literature of transportation it is apparent at a glance that this volume is the most systematic attempt yet made to cover the economic aspects of railway transportation in the United States. The subject is not exhaustively treated—that would require a work of many volumes in length—and some readers will no doubt not agree with the author as to the relative amount of attention that should be devoted to the several phases of the question.

Though the author did not intend this work as a text-book, it is the teacher of transportation in our colleges and universities who will give it the warmest welcome. Treatises there are in abundance upon various aspects of the question; but nothing of sufficient completeness of outline to serve as a guide in the hands of the student. This is especially true with respect to the matter treated in the earlier part of the book, viz., the introductory chapter upon *The Definition and Scope of Transportation* and in Part I on *The American Railway System*, comprising chapters on such themes as the origin, growth, mechanism, and technical development—in short, the material development of the railway. This part of the subject has been too often passed over by economic writers as belonging to the realm of the engineer, whereas the main points at least are prerequisite to a consideration of transportation as a quasi-public function.

Under the head of *The Railway Service* the author deals in successive chapters with the “freight,” “passenger,” “express” and “mail” services, the “organization” and “accounts and statistics of the railway service.” This part of the work very greatly simplifies the subject, and brings together a fund of information not easily attainable. Nor is it simply a compilation of data; for, as in the case of the express service, *et passim*, after summarizing the principal arguments for and against the extension of the mail service so as to absorb the functions of the former, the author adds a suggestion of his own, the effect of which would be to divide the functions of the express company between the mail and the fast freight service.

In dealing with railway competition and rate agreements Professor Johnson takes the broad ground that the service performed by railways is of "a *public nature*, and may be performed directly by the government or by means of an agent authorized by the State," and expediency shall determine which should be employed in any country. In either case "there must be *unity of action* extending over wide areas," a unity which must be secured, under private ownership, by a large measure of coöperation among the companies. Pooling, however, is not so necessary for this purpose as it formerly was. Moreover, it is desirable that nothing should "be done to quicken the process of consolidation," as "the public will doubtless be confronted with the territorial grouping of railroads quite as soon as it is able to cope with the problem of government regulation which that situation will present." It is by territorialization, indeed, that he expects ruinous competition to be eliminated. How the greater monopoly power thus accrued to the railway industry is to be controlled by the State he does not point out, choosing rather to let the problem be solved as the need arises, contenting himself with the statement that the railway is a "partial monopoly," not a "natural monopoly."

The author's standpoint might be described as representative of the conservative business interests of the country, coördinated, as far as possible, with that of the public in its demand for fair and efficient service. Neither those who would apply the principle of *laissez faire*, nor those, on the other hand, who advocate State ownership will find much sympathy with their views in these pages. It is a cautious, conscientious, painstaking attempt to state the main facts, to give analyses of the principles involved, and to arrange the whole in as systematic order as the subject permits. The success of the effort is attested by the wide acceptance which the work has already gained.

JACOB ELON CONNOR

THE UNIVERSITY OF PENNSYLVANIA  
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*William Pepper, M.D., L.L.D., Provost of the University of Pennsylvania.* By FRANCIS NEWTON THORPE. Philadelphia: J. B. Lippincott Company. 1904. Pp. 555.

Biography is interesting. But when it deals with a great man and is written by an historian whose style possesses real literary merit it is uplifting as well as fascinating. Dr. Thorpe's biography of William Pepper is a handsome volume which portrays the great Provost of the University of Pennsylvania and the noble citizen of Philadelphia as those who knew the man might wish to have his life and character represented.

Men die: but institutions live. William Pepper is dead: but his genius still lives in the institutions which he founded or promoted. He was a noted physician and medical writer; he was a great educator; and he was a generous, active, progressive citizen. And so Dr. Thorpe divides his biography into Part I, *The Physician and Medical Writer*, Part II, *The Educator*, and Part III, *The Citizen*.

It is hard to believe that so much could be accomplished in a single life-time as was actually accomplished by Dr. Pepper. Action was indeed the soul of his life—it was his passion. He could not live without it. As a physician his practice was simply enormous. As a writer on scientific Medicine he produced scores of volumes. As an educator he transformed the ancient school of which he became Provost into a great University. As a citizen he successfully established the Free Public Library and the Museums of Philadelphia. But this does not tell half the story. It is not strange that his untimely end was the result of over-work.

Perhaps the most interesting part of the book is the third chapter which treats Dr. Pepper as a citizen. It is in the closing chapter of this part that the author refers to the preëminent success of Dr. Pepper in these words:

“Success never disturbed Dr. Pepper, but he made elaborate preparations against defeat. Here he was truly Napoleonic. No detail was too wearisome, no person too obscure if necessary to success. To the men who knew he gave closest attention. Herein lay the secret

of his success. His instinct made human nature clear to him, and his tact taught him to let every man play his part. No characteristic of this extraordinary man was more prominent than his genius for treating enemies like friends. Seldom has a man been born into the world so free from jealousy, envy, hatred, or malice. So great was the universality of his genius that men were persuaded that he was strongest at whatever he undertook."

Dr. Thorpe has produced in this life of William Pepper a volume which will certainly be welcomed by hundreds of men who knew the man either as physician, teacher, or citizen.

BENJ. F. SHAMBAUGH

THE STATE UNIVERSITY OF IOWA  
IOWA CITY

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*History of Early Steamboat Navigation on the Missouri River.* By  
HIRAM MARTIN CHITTENDEN. New York: Francis P. Harper.  
1903. Two Volumes. Pp. 461.

The Missouri river has had an interesting history. It was first entered by white men about 1700. When St. Louis was founded in 1764, it was already known for upwards of a thousand miles. When, in 1804-5, Lewis and Clark made their famous exploring trip to its head-waters, they found that white men had preceded them almost to the mouth of the Yellowstone.

"For a hundred years the history of the Missouri was the history of the country through which it passed." The only avenue of travel between the east and the northwest, this mighty river, the longest in the world, was the route of the fur-trader, explorer, hunter, gold-digger, Indian fighter, and settler alike. A variety of craft, among them the canoe, mackinaw, bullboat, keelboat, and lastly the steamboat, did service upon its waters. The first real navigation, however, was that of the "Keelboat Period," which was followed about 1830 by the "Steamboat Period."

The first steamboat to make a voyage to the far upper river was the "Yellowstone," which in 1831 reached Ft. Tecumseh, where Ft.

Pierre, South Dakota, now stands. The following spring the same boat tied up at Ft. Union, near the mouth of the Yellowstone river. One boat could make one trip in a season; and for a few years not many made the attempt, but soon there came a rapid increase, the fur-trade having made navigation profitable. Certain great events or movements of our history gave added impetus for a period of years, now over one part of the river's course only, now over its entire course up to the very head of navigation. A few such movements were the Mormon migration in 1845, the Mexican War in 1846-8, the migration to California in 1849 and after, and government explorations beginning in 1855.

The profits of the traffic when at its best were large. In 1866 the "W. J. Lewis" made a profit of \$40,000 for its owner, while the "Peter Balen" cleared up \$65,000. Freight rates from St. Louis to Ft. Benton were twelve cents a pound. The fare of a cabin passenger was \$300. A pilot often received as much as \$1,200 per month, so valuable were his services. A boat going up stream carried everything from a needle to a steam engine, and returning brought down furs and gold.

The golden age of steamboat navigation, which came in 1855-60, was followed by a rapid decline. "The great enemy of the Missouri river steamboat was the railroad. The struggle lasted twenty-eight years—from 1859 when the Hannibal and St. Joseph reached St. Joseph, Mo., to 1887, when the Great Northern reached Helena, Mont." The steamboat was beaten in the contest and is gone, but the old Missouri still rolls on, performing each year with its ceaseless energy twice the work, if measured in mile-tons, of all the railroads of the United States combined.

But what of the future? Shall such enormous energy be wasted? Has the river's power for good passed away? An answer is hinted at in the concluding chapter where the author says: "Turn this river out upon the lands. Where the rains do not fall let it supply the need. Then the new and greater history of the Missouri river will begin. Utility will take the place of romance. The buffalo,

the Indian, the steamboat, the gold-seeker, the soldier will be seen in its valley no more, but in their stead the culture and comfort, and the thousand blessings that come with civilization. Such, let us hope, in drawing the curtain over a mighty past, will be the consummation of a still more mighty future."

Mr. Chittenden's work is intensely interesting. Though it centers largely about the life of Joseph La Barge, one of the stalwart pilots and captains of the Missouri, the historical narrative is not injured thereby since his career "embraced the entire era of active boating business on the river." The author (who, by the way, is a resident of Iowa) is the Major commanding the Corps of Engineers, U. S. A., who have in charge the U. S. government improvements now being carried out on the Missouri river and in the Yellowstone National Park. He was well equipped for his work, and enjoying a wide acquaintance in the West was enabled to interview many survivors of the active steamboat period as well as to secure access to valuable sources. The work has already taken high rank as a distinctly valuable contribution to the growing body of literature upon the general subject of our western history.

F. H. GARVER

MORNINGSIDE COLLEGE  
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*Students' Outline for the History of the United States.* By Arthur D. Cromwell. With an Introduction by Albert Bushnell Hart. Chicago: Ainsworth & Co. 1903. Pp. 127.

In the preface it is stated that "this outline has its origin in the demands of the author's own classes, the growing interest in the better teaching of history, the many requests from teachers for a work that will enable them to carry on the source or library method without a larger expenditure of time in preparation than they are able to give, and in the need of a work to enable academies, high schools, and normal schools to meet the requirements of the conference of American colleges which recommended as the minimum of American



History for college entrance, 'at least one year's work by the library method with one or more topics by the source method.'"

The introduction by Albert Bushnell Hart, which did not appear as a part of the advance copy sent to *THE IOWA JOURNAL* but which has since been forwarded by the publishers, is in the nature of a review and justification of Professor Cromwell's method. Professor Hart's clear and concise language is worth quoting. He says, in part, that "the old-fashioned method of teaching and studying history was to have pupils memorize the words of the text-book and reproduce them as exactly as possible: it was supposed that thus they got permanent possession of a valuable body of facts. . . . Professor Cromwell in this book aims to avoid this lifeless and routine method, first, by referring to materials outside a single text-book and thus encouraging a taste for historical reading. . . . In the second place, this book recognizes another kind of material which may be made of great service in teaching sources. For a long time the original narratives and documents were practically out of the reach of school children, because contained in expensive and often rare books. Now, through the many series of collections and reprints, children may have access to sources simple enough for their understanding and live enough to interest them. . . . Through his specific references Professor Cromwell makes it easy to refer to such sources as may profitably be used, without burdening a child with rarities or tedious narratives or public papers. The method of teaching set forth in this volume also tends to train the minds of children in analysis, which is perhaps the most important service of school life. . . . Another convenience of this book is that it lays stress on written work, which shall serve to make clearer and more direct the lessons of fact, by little studies of character and of tendencies."

FRANK E. HORACK

THE STATE UNIVERSITY OF IOWA  
IOWA CITY

*Bulletin of Iowa State Institutions.* Edited by the BOARD OF CONTROL. Published by the authority of the Legislature. Dubuque: 1903. Vol. V. Pp. 564.

An examination of the table of contents of each succeeding number and of the general index at the conclusion of this fifth volume shows that this publication contains not only a vast amount of information concerning the purpose and operation of the various institutions under the State Board of Control, but that it contains also a great assortment of papers on the scientific and clinical work of the medical staffs connected with the several institutions administered by the State Board.

Nor are the expert and scientific contributions limited to members of the official staff of the several institutions. Among the papers contributed by general students in no way connected with any of the said institutions may be mentioned the study by Dr. Frank I. Herriott on *Institutional Expenditures in the State Budgets of Iowa*, a paper on *The Indeterminate Sentence*, by Mr. Clarence Wassam in the third number of this volume, and another paper by Judge Horace E. Deemer on the same subject in the fourth number. A thoughtful paper of warning and suggestion by Mr. John Cownie on *Insurance of State Buildings and Prevention of Fires* in the first number deserves reading. The same number contains also a notable paper by Judge L. G. Kinne on *Methods of Improving the Management of Prisons*. This paper was prepared for the annual meeting of the National Prison Association which was held at Philadelphia in September, 1902; it contains many items of interest respecting existing conditions relative to the appointment of prison officials, salaries paid, and the degree of independence and professional spirit that is likely to prevail under the various systems of appointment and management. In the last number Judge G. S. Robinson contributes an explanation of what the State does for dependent, defective, and delinquent children through the several special State institutions established and maintained for their benefit.

It is impossible within the limits of space allotted to this notice to

enumerate even by title the many excellent papers found in this volume. Each number in addition to special articles contains a report of the quarterly conference of the chief executive officers of the State institutions with the Board of Control.

ISAAC A. LOOS

THE STATE UNIVERSITY OF IOWA  
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*Documentary History of the Cession of Louisiana to the United States.* By RUFUS BLANCHARD. Chicago: R. Blanchard. 1903. Pp. 68.

Under the above title the author traces the negotiations which led up to the cession of Louisiana to the United States in a fairly accurate manner. He embodies several resolutions of Congress, some correspondence between Monroe and Jefferson, some between Livingston and Monroe, the treaty of cession between France and the United States, signed April 30, 1803, together with two conventions of the same date, in the story of the text.

The volume is substantially bound, and is illustrated with cuts of Jefferson, Bonaparte, Livingston, Monroe, Marbois, and Meriwether Lewis and William Clark of the exploring expedition of 1804-6. In the dedication, which is inscribed to Emile Loubet, President of France, the author signs himself, "Yours fraternally in behalf of the American people." Following the dedication are two cuts of a medal to "Commemorate the Triumph of American Independence—struck by the French Government, 1783." An appendix of some twenty pages contains a brief outline history of the acquisition of Oregon by the United States, also in briefer form an outline of all our other foreign acquisitions. The last two pages of the appendix give an account of the death of Meriwether Lewis, holding to the theory that he was murdered. The monument erected over his grave by the State of Tennessee is also shown.

Attached to the inside of the back cover is an excellent map,

printed upon cloth (8 x 13 inches) "Illustrating the Territorial Growth of the United States."

F. H. GARVER

MORNINGSIDE COLLEGE  
SIOUX CITY

*Historic Highways of America.* By ARCHER BUTLER HULBERT.  
Cleveland: The Arthur H. Clark Company. 1904. Vol. VIII.  
Military Roads of the Mississippi Basin. Pp. 237. Vol. X.  
The Cumberland Road. Pp. 207.

Volume eight of the *Historic Highways* series deals with the conquest of the Northwest through five of the early campaigns in the Mississippi Basin—"Clark's campaigns against Kaskaskia and Vincennes in 1778 and 1779; and Harmar's, St. Clair's, and Wayne's campaigns against the northwestern Indians in 1790, 1791, and 1793-94."

The study of Clark's campaign is taken up with a view to determining the route and identifying the various camping places of the army, with no attempt to give the military events of the march; while the author's account of the other campaigns includes not only the military routes but a sketch of each of the campaigns that helped to free the United States from the dangers of Indian hostility. In each case the authority given is that of the Draper manuscripts preserved in the library of the State Historical Society of Wisconsin. The volume contains two maps, one a sketch of the Wabash in 1768, showing the trace of the path to Kaskaskia, the other giving the region in which Wilkinson, Scott, Hamar, St. Clair, and Wayne operated.

Volume eight was not published until after the appearance of the tenth volume, which is devoted to a study of the building and operation of our first national road, known as the Cumberland Road from the wording of the act which insured its construction. The act originally provided for the laying out of a road from Cumberland, on the Potomac, to a point on the Ohio river, and as the author indicates,

“when the road was built to Wheeling its greatest mission was accomplished—the portage path across the mountains was completed to a point where river navigation was almost always available.” Later, however, was passed the act of 1825, authorizing the extension of the road into the State of Ohio, and work was immediately begun. The road crossed the State in a line due west through Zanesville and Columbus, and was finally carried on through Indiana and Illinois.

On several occasions the existence of the Cumberland Road was threatened by extinction; once because of the prolonged debate as to the constitutionality of government laws providing for its repair, and again when it was proposed to substitute for a highway a railroad west of Columbus. The question of constitutionality was settled by having repairs made by the individual States through which the road passed, and the proposed railway bill never went into effect. The bill for the last appropriation for the road was dated 1838, more than thirty years after the passage of the act originally providing for its construction.

Among the most interesting chapters in the book are those on the control of the road—with the account of the toll systems so familiar to an earlier generation, so little known to the generation of the present day—and on the life along and on the national highway in the days when stage coaches, mail coaches, and the wayside taverns were the “best gauge to measure the current of business that ebbed and flowed.”

MARGARET BUDINGTON

THE STATE HISTORICAL SOCIETY OF IOWA  
IOWA CITY

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*Transactions of the Illinois State Historical Society for the Year 1903.*

*Fourth Annual Meeting of the Society, Springfield, January 27 and 28, 1903. Being Publication No. 8 of the Illinois State Historical Library. Springfield, Ill: Phillips Bros., State Printers. 1904. Pp. 376.*

This publication is of especial interest to students of the history of the Middle West. The first half of the volume contains the proceed-

ings of the fourth annual meeting of the Illinois State Historical Society, including the following addresses: Annual address, *The Constitutional Conventions and Constitutions of Illinois*, by Hon. Adlai E. Stevenson; *The Mines of Jo Daviess County*, by Hon. William Spensley; *Old Ft. Massac*, by Mrs. M. T. Scott; *Men and Manners of the Early Days in Illinois*, by Dr. A. W. French; *Sectional Forces in the History of Illinois*, by Evarts B. Greene; *Decisive Events in the Building of Illinois*, by Hon. William H. Collins; *Edward Coles, Second Governor of Illinois*, by Mrs. S. P. Wheeler; *Fort de Chartres, Its Origin, Growth and Decline*, by Joseph Wallace; and *A Few Notes for an Industrial History of Illinois*, by Ethelbert Stewart.

The second part of the volume is devoted to papers contributed to the Illinois State Historical Society in 1903. Many of these contributions are very carefully prepared and of historical importance. They show the unique position of Illinois in American history as successively under the jurisdiction of France, England, Virginia, the North West Territory, the Territory of Indiana, the Territory of Illinois, and finally the Commonwealth of Illinois.

Among the most important of the contributed papers are: the *Prairie du Rocher Church Records*, which are translated by Rev. C. J. Eschmann and contain records kept by the parish priest in 1743; *Travel in Illinois in 1819*, by Ferdinand Ernst (now translated from the German for the first time by Professor E. P. Baker); and *Local Incidents in the Career of Abraham Lincoln*, which adds numerous interesting facts to the already profuse literature concerning the life and character of Abraham Lincoln from 1832 to 1858.

The report of the committee on Historic Places in Illinois and the action of the Society of the D. A. R. in relation to the purchase by the State of the site of old Ft. Massac show a healthful growth of the historic spirit to preserve the old landmarks while there is yet time. The address on *Old Ft. Massac*, which was contributed by Mrs. M. L. Scott at the annual meeting, is thoroughly scientific in treatment. The address by Dr. Evarts B. Greene on *Sectional Forces in the His-*

*tory of Illinois* is interesting, and should be enlarged upon. The contribution by Ethelbert Stewart entitled *A Few Notes for an Industrial History of Illinois* is a very short but suggestive address, and the reader regrets that Mr. Stewart did not enlarge upon the theme of the activities of the early traders in Illinois.

In all, the Illinois Historical Society is to be congratulated upon this volume; and it is to be hoped that their good work will be recognized by the State of Illinois and the Society given adequate support to enable it to carry out its plans for the better preservation of the history of Illinois.

FRANK E. HORACK

THE STATE HISTORICAL SOCIETY OF IOWA  
IOWA CITY

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*Proceedings of the Iowa Academy of Sciences for 1902.* Vol. X.

Edited by the Secretary. Published by the State. Des Moines:  
B. Murphy, State Printer. 1903. Pp. 178. Plates xxxiv.

The above is the title to the last volume put forth by the Iowa Academy of Sciences; and although of less size than the usual annual volume issued of late years, the contents, nevertheless, indicate papers of practical value or of scientific interest fully equal to those of preceding volumes.

The papers included in the present volume are: *William Miller Beardshear* (necrology), by L. H. Pammel; *Some Problems of Heredity and Evolution* (presidential address), by H. E. Summers; *Living Plants as Geological Factors*, by B. Shimek; *Some Observations upon the Action of Coherers when Subjected to Direct Electromotive Force*, by Frank F. Almy; *The Accretion of Flood Plains by Means of Sand Bars*, by Howard E. Simpson; *Some Ecological Notes on the Vegetation of the Uintah Mountains*, by L. H. Pammel; *The Membrane Bones in the Skull of a Young Amphiuma*, by H. W. Norris; *The Solar Surface During the Past Twelve Years*—a review of sun-spot observations made at Alta, Iowa, from 1890 to 1902—by David E. Hadden; *The Duck Hawk* (*Falco peregrinus*

*anatum*) in Iowa, by B. H. Bailey; *Significance of the Occurrence of Minute Quantities of Metaliferous Minerals in Rocks*, by Charles R. Keyes; *Genesis of Certain Cherts*, by Charles R. Keyes; *Comparative Values of Different Methods of Geologic Correlation in the Mississippi Basin*, by Charles R. Keyes; *The Chemical Composition of Nuts Used as Food*, by J. W. Weems and Alice W. Hess; *The Preparation of Ammonia Free Water for Water Analysis*, by J. B. Weems, C. E. Gray and E. C. Myers; *The Preparation of Phenyl Ether*, by Alfred N. Cook; *The Sioux City Water Supply (II)*, by Alfred N. Cook and W. J. Morgan; *The Toledo Lobe of Iowan Drift*, by T. E. Savage; *A Possible Origin for the Lignites of North Dakota*, by Frank A. Wilder; and *The Scrophulariaceæ of Iowa*, by T. J. and M. F. L. Fitzpatrick.

By an arrangement between the Academy and State Printer a portion of the edition is printed on enameled paper and bound in cloth, the covers having beveled edges. These features along with the large type used present an elegant and well illustrated volume.

The volume before us is the thirteenth separate publication issued by the present Iowa Academy of Sciences and the fifteenth publication since the organization of the first Academy.

T. J. FITZPATRICK

ESTHERVILLE, IOWA