

Benjamin Logan is presented by Talbert as a soldier-politician who possessed great courage, much common sense, and considerable understanding of public affairs. A landowner who was also a slaveholder, Logan frequently sensed and served the public interest. He was a delegate in various of the ten conventions which Kentucky had in its transition from being a part of Virginia to becoming the first western state. Logan alternately served in Indian campaigns and in conventions considering statehood. Service in the Indian campaigns by Logan and others at times delayed the deliberations regarding statehood and it also increased the desire of Kentuckians for assurance that the United States would afford adequate protection against the Indians. Though James Wilkinson implicated Logan—and various other Kentucky leaders—in the Spanish Conspiracy, Talbert finds “little evidence that would connect him [Logan] with an attempt to separate Kentucky from the Union” (p. 237). During the last decade of Logan’s life he was twice defeated in campaigns for governor.

Talbert has done much digging to produce this useful account of the life and times of Benjamin Logan. Use has been made of the Draper Collection, but the author shows an awareness of limitations involved in its use. The citations and bibliographical notes indicate that a significant amount of pertinent primary and secondary material also has been effectively used. Through the years Logan has been less well known than George Rogers Clark and Daniel Boone. Talbert’s volume should make Logan more widely known and enhance his reputation as one of the top-ranking men among the early settlers of Kentucky.

Indiana University

Donald F. Carmony

Frontier Iron: The Maramec Iron Works, 1826-1876. By James D. Norris. (Madison: The State Historical Society of Wisconsin, 1964. Pp. vii, 206. Illustrations, notes, bibliography, index. \$4.25.)

A motorist crossing Missouri these days on Highway 66 may turn south at St. James and in a very few minutes come to Maramec Spring, a pleasant park in which to break his journey. After admiring the mammoth spring and the trout pools which it feeds, the traveler will doubtless cross the road and wander through the partially restored ironworks which is the park’s other principal attraction.

Today the reconstructed furnace and the sites of the forges and casting house lie in a peaceful meadow where children romp and picnic baskets are opened. A very different scene greeted the traveler of a century ago. Then the roaring furnace and the noisy forges were surrounded by warehouses, stables, carpenter and blacksmith shops, workers’ cabins, a grist mill, and a general store. The “pungent smell of burning charcoal pits” saturated the air, while a hundred to two hundred workmen and their families moved among the buildings. “Iron plantations” such communities were called in colonial days; “company towns,” in the nineteenth century.

Beginning in 1826 and continuing for fifty years, the Maramec Iron Works both enticed skilled artisans into remote southeastern Missouri and offered employment to unskilled local labor. Further, it brought "sorely-needed capital into the region, provided leadership in a burgeoning frontier settlement . . . and shaped the transportation routes and marketing patterns. . . ." (p. v). Clearly, we have here a superb example of one of those frontier industries that have been too long neglected by historians of the westward movement.

Professor Norris does well by his subject. He describes the physical and geological features of the region in which the Iron Works was located. He traces and analyzes the genesis, growth, course, and decline of the Works. He comments upon the development of the surrounding area. He presents biographical information about the members of the James family who were the main proprietors of the iron enterprise and the founders of nearby St. James. He gives detailed accounts of the process of iron-making by the charcoal method, and of the production of charcoal. He describes the furnace, forges, and other equipment so minutely that readers of a "do-it-yourself" bent might be tempted to the making of miniature copies. He writes knowledgeably of transportation routes in frontier Missouri, of the search for new means of transport, and of a changing market structure. Not least, he attempts to relate the iron industry of Maramec to that of the state as a whole, and that of the state to that of the nation.

In short, this is a book of many virtues. Its value to the specialist is obvious. It ought to appeal to the general reader as well, but I fear that it may not. The person without a strong interest in technology will bog down in Chapter III ("Building an Ironworks"), and perhaps give up entirely in that part of Chapter IV ("Artisans and Colliers") which describes the iron-making process. The wise reader, however, will turn over several pages and go on reading. He will be well rewarded, for when he closes the book he will find that he has a new understanding of what went into the making of America.

Indiana University

Irene D. Neu

Voices on the River: The Story of the Mississippi Waterways. By Walter Havighurst. (New York: The Macmillan Company, 1964. Pp. vii, 310. Illustrations, bibliography, index. \$6.95.)

The dramatic history of the Mississippi River and its tributaries has been the subject of numerous books, but there always seem to be possibilities of fresh treatment; as with the colors and patterns seen through a kaleidoscope, there is no end to the intriguing patterns and colorful facets that can be set forth.

Voices on the River, written by a professor of English at Miami University, is not intended for the reference shelf or the academic collateral list but to be read in the unbuttoned freedom of an easy chair when one wearies of world affairs and television trivia. After a long and rather extensive acquaintance with the literature of the