

ney did not begin his agitation of the question until Plumb had written and spoken volumes on the subject, and labored for it nearly ten years. The main reason why John Plumb was not widely known as the ablest writer in the West, on Western interests and Western railroads, was because all his communications were published *incog*.

The only book he ever published was entitled "Sketches of Iowa and Wisconsin," published in St. Louis in 1839, illustrated by a map of all the then settled part of Iowa. The total population of the Territory was then less than that of Dubuque city at present.

Pardon the writer for thus trespassing on your valuable space. Being aware that considerable interest has been manifested in many portions of the United States as to the question of who the originator of a railroad to the Pacific really was, and at the same time it certainly being honorable to Dubuque, as a city, that one of her worthy early citizens should be truthfully and satisfactorily represented as being justly entitled to the credit; and, besides, feeling an earnest desire to pay a humble though just tribute to the memory of a dear friend—all make the excuse of the writer.

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IN THE LONG RUN, then, it depends upon us ourselves, upon us the people as a whole, whether this government is or is not to stand in the future as it has stood in the past, and my faith that it will show no falling off is based upon my faith in the character of our average citizenship. The one supreme duty is to try to keep this average high. To this end it is well to keep alive the memory of those men who are fit to serve as examples of what is loftiest and best in American citizenship.—*President Theodore Roosevelt, at the Dedication of the Sherman Monument.*

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