

ing to furnish me with a pilot, and I determined to go without one. When about to start, I fortunately met with an Indian from the Missouri that agreed to act as my pilot if I would give him a gun and some small presents that I was able to procure for him. My provisions were exhausted, and I was encumbered with near thirty sick men, a part of them I was obliged to carry in litters. I found I never could reach the hostile Indians with my sick, and determined to leave them, and make a forced march with my remaining disposable force. I ordered a breast-work of timber made, and left my sick under a guard of well men, and pushed forward with my command, intending to travel on my horses as long as I could and then to dismount my men and subsist on my horses until I found the Pawnee Pick Indians. I found them the third day after I left the Comanches. I succeeded in getting the son of a Judge Martin who had been recently killed near the Red river.

I hope the Government will be satisfied with my efforts. I have not heard from Washington since I made my official report. I should be glad to hear from you. I have thought of you and my friends in the mining country often. My attachment for that country is great, and at one time I thought it was doubtful if I should return. I had a severe attack of the fever; it lasted but three days on me, and I never left my horse except at night. During the continuance of the fever I took about 60 grains of calomel at two doses in succession, which broke the fever on me, but operated severely on my throat, and I am still debilitated; but my health is improving fast. I hope to see you all in the spring. Give my best respects to Mrs. Jones and my friends, and for yourself accept my best wishes for your health, prosperity and happiness.

H. DODGE.

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INTEREST VS. COMMON SENSE.—There are none to be found save those who live on the proposed route, and seek for personal advantage, at every cost to the rest of the State, who will now urge so Utopian a project, as the "Dubuque and Keokuk railroad." The improvement of the rapids of the Mississippi obviates all necessity for such a road, and if built there would not be transportation sufficient on it to keep the grass from growing on the tracks.—*Iowa Democratic Enquirer, Muscatine, Oct. 20, 1849.*

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