

field, Illinois, and possibly not ineffective in determining the location of the capital at that point, and he was one of the decisive factors in locating the second capital city of Iowa.

To the majority of his readers the most interesting and valuable portion of Mr. Reid's work is his account of the dispersal of the thieves and outlaws of Bellevue, with whose summary cessation Colonel Cox had not a little to do. In three substantial chapters he tells of the beginnings, progress and culmination of the difficulties between Brown and his pals and Cox and his friends. The situation was dramatic and is here vividly portrayed. In post-prandial discourses and dedicatory addresses and in eulogies one frequently encounters assertions to the effect that lawlessness—crime and lynchings—was conspicuous by its absence in the formative period of Iowa. This account of the "Bellevue War" should effectually abolish such sentimental notions.

Mr. Reid did not have much from which to construct his narrative, but by industrious research and discrimination he has brought together numerous collateral facts which enable him to make a good background whereby the dim outlines of Cox's career and character become definite and indicate substance. Lucidity, force and straightforwardness are noticeable traits of the author's style. In dealing with Cox's faults he exhibits both deftness and delicacy, suggesting them, but refraining from details.

F. I. H.

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*How We Built the Union Pacific Railway, and Other Railway Papers and Addresses. By Major-Gen. Grenville M. Dodge, Chief Engineer of the Union Pacific Railway. Privately Printed.*

As the title indicates, this volume relates mainly to early western railway engineers and engineering. These papers are all in the terse, forceful style of Gen. Dodge, upon engineering and promotion problems and feats, to which the author successfully applied his own great powers. They form an easy and authoritative path through the mazes of published materials on these topics to the sources upon financing and constructing the Union Pacific Railway, and of the considerations and influences determining legislation and other public acts bearing upon this first transcontinental railway. Congress has authorized their publication as a public document. The book is copiously illustrated with photographs and drawings in half-tone.

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