

*Herald.* That fall he went on the stump for the Republican ticket and soon acquired political acquaintance and leadership. He also soon opened a law office, abandoned his newspaper work, and until he went to Congress in 1881, his law business was active and became important and profitable. In 1872 he advocated the election of Horace Greeley, but soon thereafter was again within the ranks of the Republican party. In 1876 he was a presidential elector-at-large, elected on the Republican ticket. He had become an acknowledged power on the stump. In 1880 he was nominated on the three hundred and eighty-fifth ballot by the Republicans of his district for Congress. He was elected and was re-elected to the two succeeding congresses, but in 1886 was defeated by Albert R. Anderson in a very memorable campaign, the issue being largely railroad legislation. In 1888 he was again a delegate to the Republican national convention and also was again a presidential elector-at-large. From 1888 to 1893 he was solicitor of the treasury. The fall of 1892 he was again elected to Congress and re-elected regularly to the seven subsequent congresses. In 1896 he was for the third time a delegate to the Republican national convention. In the election of 1908 he was defeated for Congress by W. D. Jamieson. Retiring from Congress in March, 1909, he opened a law office in Washington in December of that year and for the few following years had a number of important cases. Colonel Hepburn's great work was accomplished as a congressman. He was a constructive statesman. He was the author of the "Hepburn Law" which prohibited rebates and discriminations by railroads, also of the "Pure Food and Public Health Act" of the Fifty-ninth Congress, both being measures of paramount importance. He was a great political orator and was perhaps the ablest political debater of his generation. Generally progressive in policies he was "standpat" in principles. Without sham or pretense, not resorting to the arts of the demagogue, he was led by those higher motives that reflect purity of purpose.

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GRENVILLE MELLEEN DODGE was born at Danvers, Massachusetts, April 12, 1831, and died at his home in Council Bluffs, Iowa, January 3, 1916. He was graduated from the Military University at Norwich, Vermont, in 1850 as a civil engineer. He began work in 1851 as a civil engineer for the Illinois Central and the Chicago, Rock Island & Pacific railroad companies. In 1853 he was appointed assistant engineer of the Mississippi & Missouri, now the Chicago, Rock Island & Pacific Railroad. During 1853 and 1854 he was on the survey between Davenport and Council Bluffs and on into the Indian country as far as the Platte River, thus beginning the surveys for the first Pacific Railway system. In 1854 he took up a claim in Nebraska, but was so harrassed by the Indians he returned to Council Bluffs in 1855 and opened a banking and real estate office. Upon the outbreak of the Civil War he went to Washington for Governor Kirkwood to arrange for the arming and equipping of the troops of the state. He raised the Fourth Iowa In-

fantry and entered the war July 6, 1861, as its colonel. He served under Fremont and Curtis in Missouri and distinguished himself at Pea Ridge, where he was slightly wounded, and was made a brigadier-general March 31, 1862. He was under Grant at Vicksburg and was made a major-general June 7, 1864. He was under Sherman, distinguishing himself at Atlanta, where he was seriously wounded. He succeeded General Rosecrans as commander of the Department of Missouri in December, 1864. In May, 1866, he resigned from the army and was at once appointed chief engineer of the Union Pacific Railway. His skill in construction and his business ability brought him into close connection with leading capitalists of the country and caused him to become interested with them in the building of many railroads. He is regarded as the builder of the Union Pacific, the first trans-continental road, which was completed May 10, 1869. He became a director in the Union Pacific, aided in the construction of the Texas & Pacific, of which he was chief engineer, and was president of the Missouri, Kansas & Texas Railway Company. He built the railroad from Denver to Fort Worth in 1881, and later became its president. He became president of the St. Louis, Des Moines & Northern, now the branch of the Milwaukee running northwest from Des Moines, in 1884. He was president of the Union Pacific, Denver & Gulf, and had similar connection with many other railroad companies. While performing his duties in the field as chief engineer for the Union Pacific in 1866 he was nominated without his knowledge and in the fall was elected a member of the Fortieth Congress from the then Fifth Iowa District. He only served one term, declining to be a candidate again, as his preferences did not call him to a political career. He was a delegate to the Republican national conventions of 1868 and 1876. He succeeded General Sherman as president of the Society of the Army of the Tennessee, was commander-in-chief of the Military Order of the Loyal Legion in 1907-8, was president of the New York Commandery of the Loyal Legion, and was president of the Iowa Society of New York. In 1898 he was appointed chairman of the commission to inquire into the management of the war with Spain. He was vice-president of the Grant Monument Association. On the occasion of the dedication of the Grant monument in New York City General Dodge was the grand marshal and the splendid equestrian painting of him in the Historical Building at Des Moines represents him on that occasion. From his voluminous documentary materials bequeathed to the Historical Department of Iowa will ultimately be drawn an adequate biography. It is certain that these materials when made generally available will form the repository par excellence of mid-western information upon every phase of human enterprise between 1856 and 1916, and must be reckoned with in every branch of American history viewed from any angle and on any account. He was a man of unusual ability, of well balanced powers, and by the criterion of public opinion, belongs to that small company of our country's truly great.

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