

toward the east and northeast, we behold cultivated farms and comfortable homesteads. It forms a striking contrast with the scene presented to the eyes of the pioneers whose names have been mentioned in this article. With the development of this naturally splendid portion of Iowa, of course, have come railroads, lines of telegraph, and other modern improvements which contribute to the comfort and convenience of man. Of these, however, it was not the purpose of the writer to treat in this article, but rather to recall some of the earlier scenes, and record the names of the actors, many of whom have passed from the stage of life.

HADLEY D. JOHNSON.

SKETCHES OF THE EARLY HISTORY OF IOWA, NEBRASKA AND
THE RAILROADS.

From the Omaha Herald.

THE name of Hadley D. Johnson is a still familiar one to the early residents of this border. For some years he was a citizen of Omaha, and for several years before that time he held the same relation to Iowa and the neighboring town of Council Bluffs. Mr. Johnson has lived in Utah and Salt Lake for a considerable length of time, and has now gone to the remoter West, and as far away as Washington Territory, where he will cast his fortunes with the Puget's Sound region at New Nacoms. When we state that Mr. Johnson has passed the allotted age of three score and ten years, his friends here will be the more surprised to learn that he has gone so far from his old home to find a new one. Mr. Johnson was an important man in the earlier life of Iowa and Nebraska, and it may not be out of place to remind the people of the fact by giving a short sketch of his ways and work here. He came to Iowa in 1850, and to Kaneshville (C. B.) in 1851. Strongly imbued with the idea of the future Pacific railroad he was among the active men who sought the location of the initial

point of the railway where it now is. In 1852 he was elected by the Democrats to the Iowa State Senate, and made the journey to Iowa City, the scene of his legislative labors, from Council Bluffs on horseback, and alone, in the winter season, finding very few stopping places between the Missouri river and Winterset. The senatorial district was composed of forty-four counties, but the people mostly lived in Pottawattamie and two or three others. The Iowa railroad policy was fixed during that session so far as land grants could do it. Memorials to Congress were adopted asking for donations of lands for the main lines of railway that now terminate near us, Mr. Johnson being the only representative from the Council Bluffs district, and he holds, as we do, that but for this the Pacific railroad would have been built from Omaha. In 1853 the people of Missouri revived the agitation of the organization of the Territory of Nebraska, which they hoped and intended should be bounded on the north by the Platte river, pushing the Indians out of it to the northward. In some memoranda which Mr. Johnson has furnished for this article, he gives his own account of this intensely interesting chapter of our history in the following:

“Arrangements were made for holding an election for a delegate, among other places, at Sarpy’s trading house, whereupon a number of the citizens of Council Bluffs *moved over*, camped on the rock bound shore at the old Traders’ Point ferry, held an election and unanimously decided that I should go to Washington, which I did at my own expense. Going to Washington again, traveling (in company with B. R. Pegram) overland to the Mississippi, we took a steamer bound for St. Louis, thence I went by other steamers to Cincinnati, thence by rail to Washington.

“My plan was to organize two Territories, which, being submitted to Gen. A. C. Dodge, then Senator from Iowa, and to Hon. S. A. Douglas, was by them approved, and you know the rest, except this you do *not* know: that my resistance to the Missouri plan of making the Platte river the boundary between the Territories, was so persistent and so successful, that I proposed and fixed the present boundary at

the 40th parallel. Here again, was work, and good fortune, accomplished only after my threat (backed by power to execute it) that unless they consented to southern boundary there should be no Territory organized at that time, so rather than lose the opportunity of opening the country west of them the Missouri people consented to my plan. This action of mine was in pursuance of an original design to make the Platte valley and the north side of that stream the route for the great national highway.

“But in this I do not claim all the honors. There are many others who share it—Gen. Dodge, Judge Douglas, Col. Curtis, Dr. Lowe, Dr. M. H. Clark, Col. J. D. Test, Judge J. P. Cassady, Joseph E. Johnson, besides many others.

“So you see, doctor, that although your folks who have wisely held on and carried out our plans are entitled to great credit for what you have done, you ought not to forget the earlier men who made Omaha a possibility. You are making the money, and that is all right, but let us share in the honor.

H. D. JOHNSON.”

This is all very interesting history, and we are glad to put it upon the record for future reference and present instruction. Mr. Johnson goes to another new country to help direct its formative period, and many here will unite with us in following him to it with every wish for his prosperity and success.

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