

The
PALIMPSEST



The Grenville M. Dodge Home in Council Bluffs.

Grenville Mellen Dodge

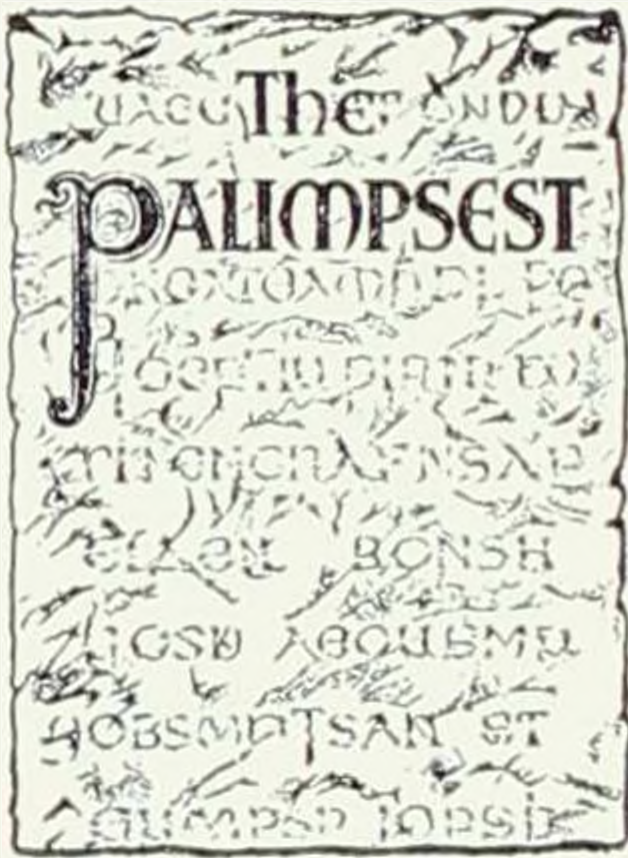
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The Meaning of Palimpsest

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the record of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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WILLIAM J. PETERSEN

Illustrations

Our special thanks go to the Union Pacific Railroad for taking colored photos of the Dodge Home and providing other photos. Thanks too, to Mildred Smock, Librarian at the Council Bluffs Free Public Library, and to the *Council Bluffs Nonpareil*, for pictures loaned to produce this issue of *The Palimpsest*.

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THE PALIMPSEST

EDITED BY WILLIAM J. PETERSEN

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Destiny Beckons Westward

Late in November of 1853, a lone horseman might have been seen drawing his mount up on the rim of the hills overlooking the Missouri River and gazing intently at the broad expanse lying before him. The rider was Grenville Mellen Dodge, a surveyor for the proposed Mississippi and Missouri Railroad which was to be constructed between Davenport and Council Bluffs, the swiftly mushrooming town on the Missouri.

A handsome, virile youth of 22, Dodge had spurred his horse in advance of his surveying party to catch the first glimpse of the mighty Missouri flood plain. Intelligent, wide-set eyes looked out from under heavy dark brows. His mouth was well shaped and generous; his dark hair framed an oval face. Dismounted, his slender frame proved of medium height.

As Grenville Dodge's glance swept across the river plain and scanned the hills on the opposite bank, his thoughts were already racing ahead toward the valley traversed by the Platte River

where his next surveys were destined to take him. At that moment, however, he could not have known that the little settlement of Council Bluffs, whose chimney smoke drifted upward through the trees, would become his family home. Neither could he divine that he would distinguish himself on the battlefield during a devastating civil war; that he would reconnoiter thousands of miles of the country facing him in the building of a famous railroad; that his burgeoning career as congressman, engineer, and financier would make him the friend and trusted ally of some of the greatest names in his country's history during the 60 years to come.

The years that had shaped this young man had held their share of hardship to quicken his ambition. Grenville Mellen had been born to Sylvanus and Julia Phillips Dodge on April 12, 1831, in Danvers (now Peabody), Massachusetts. The fact that Grenville was the second child to bear this name (the Dodge's first born having died in infancy) held no obvious ill omen for the youngster.

Of English stock, Grenville Dodge's forebears were in the main hard-working, respectable citizens, unmarked by eminence. His father was a kindly man, too generous for his own good; his mother diligent and principled. Both parents doted on young Grenville. Although the family was plagued with illness and ill fortune, Gren-

ville's all-consuming ambition simply kindled under adversity.

A brother, Nathan, was born in 1837 and a sister, Julia, in 1843. When the family ultimately settled in South Danvers, the father became postmaster and operated a bookstore. The boys attended school and assisted in the bookstore and at home.

An opportunity to work in the orchard and truck gardens of Mrs. Edward Lander's large farm outside Salem led Grenville by sheer accident to what was to become his career — engineering and railroads. This came about when young Grenville helped Frederick Lander, the son of Mrs. Lander, to construct a spur railroad track from the Eastern Railroad to an ice house on Wenham Lake. This opportunity gave him his first taste of surveying and construction. The 14-year-old youngster showed such promise in this field that Frederick, who had just graduated in civil engineering from Norwich University in Northfield, Vermont, insistently urged Grenville to prepare himself for the same course.

Between Mrs. Lander's stories of her ancestors' participation in the wars of 1776 and 1812, and his incipient enthusiasm for engineering, young Grenville's ambitions generated — first to be a soldier and then a builder. Of soldiering, he later wrote wryly: "After my first engagement I was willing to see the war end right there."

Preparatory schooling at Durham, New Hampshire, and Newbury, Vermont, enabled Grenville to enter Norwich University in the autumn of 1848. True to his ebullient nature, he participated in more than his share of pranks, one of which led to the suspension of his entire class for attending a forbidden dance in a nearby town. But not many hours of leisure were available; the money he used for his education had to be earned in odd jobs from field work to janitor's chores.

Norwich gave Grenville Dodge both the military training that prepared him for his Civil War commands and the vision to anticipate the immense importance of railroads to his country's progress. The school, founded in 1819 by former West Point Commandant Captain Alden Partridge, had been the first to offer the military-civil engineering curriculum in the country. It proved exactly tailored to Grenville's needs. Further bolstered by a post-graduate course at Captain Partridge's private school for practical instruction in field engineering where actual performance polished his academic learning, Dodge bore his diploma home in triumph in 1851.

In an address before the Vermont Society of New York in 1903, Dodge became nostalgic:

When a young boy I spent four years among the green hills, beautiful valleys and sweet, honest, hearty homes of Vermont. I thought then they were years of hard toil, of vexations and of submission to older boys who wore brass

buttons and sat down upon me severely, and I longed to see them over; but from that day to this they were my happiest hours, free from care and responsibility.

He went on to praise the lessons learned, the discipline of thought, mind, action, and the respect for authority drilled into him at Norwich.

Excited classroom discussions had winged Grenville's thoughts away from the settled East; his spirit responded to the challenge of the Great West. So he bade his family farewell and joined some of his Norwich classmates at Peru, Illinois. That summer, while waiting for a position to open up with the Illinois Central Railroad survey crew, he worked for G. W. Gilson surveying town lots.

Among the young women with whom he whiled away the crisp winter hours in Peru was the deep-blue-eyed Annie Brown, whose femininity was diminished no whit by her ability as a horsewoman and rifle expert. Dodge had no illusions about his social graces, but his shy diffidence may have been an intriguing quality, for Annie was to become Grenville Dodge's bride and later mistress of his proud house in Council Bluffs.

Dodge proved his engineering ability on the Illinois Central survey. In the fall of 1852, he was hired by Peter A. Dey, chief engineer for the Rock Island Railroad, to survey the Peoria branch. Later he accompanied Dey to Iowa to help survey the Mississippi and Missouri route, which became the Rock Island line.

It was the conclusion of this assignment which brought young Dodge to the western boundary of Iowa in 1853. Actually, he had won the race in surveying to the Missouri against three competing railroads. The Lyons and Iowa Central (Chicago, North Western) engineers were right behind him.

Dodge and his survey party were feted at a rousing reception in Council Bluffs a few days later. With impartiality, the community entertained the rival engineers when they arrived soon after Dodge. It would be 14 years before an "iron horse" would actually steam into the city. The Panic of 1857 and the Civil War were deterring factors in this eagerly looked for event.

Grenville Dodge evidently liked what he saw of Council Bluffs in 1853. In terms of opportunity for commerce, he foresaw bustling trade with the emigrant trains outfitting for their westward trek. Rising land values were sure to follow as Council Bluffs became a hub for business ventures radiating westward across the wide Missouri. His imagination had been captivated by the talk about a transcontinental railroad; certainly Council Bluffs would be a logical jumping-off point as well as a terminal for the western segment.

Subsequent forays through Nebraska convinced Dodge that of the four competing routes for a transcontinental line, the one that followed the 42nd parallel through the great Platte River Valley would prove most suitable for construction. In

Washington, the legislative kettle was boiling. The very year he surveyed Iowa, Dodge heard that Congress had passed a series of bills and grants for the construction of a railroad between the 32nd and 49th parallels. Unfortunately, Jefferson Davis, Secretary of War, scuttled the bill, hoping to force through authorization for the southern route. The enabling act that provided for a railroad following the 42nd parallel finally was passed by Congress and signed by President Lincoln in 1862.

Grenville's ripening romance with the lovely Miss Annie Brown led his thoughts to establishing a home. They were married at Danvers on May 28, 1854. So persuasive had Dodge proved in extolling the merits of the West that his family followed the newlyweds through Iowa to the Elkhorn River in Nebraska, where they took up land claims. Indian tribal wars uprooted them in less than a year, and the families moved to the safety of Council Bluffs in 1855. There, Lettie was born in 1855 and Ella in 1858.

In 1854 Dodge concentrated all the information he had accumulated about the overland route west into a map-directory which brought emigrants by the thousands through Council Bluffs. He wrote of this endeavor:

From my explorations and the information I had obtained with the aid of the Mormons and others, I mapped and made an itinerary of a line from Council Bluffs

through to Utah, California and Oregon, giving the camping places for each night, and showing where wood, water and fords of streams could be found. Distributed broadcast by the local interests of this route, this map and itinerary had no small influence in turning the mass of overland immigration to Council Bluffs, where it crossed the Missouri and took the great Platte Valley route.

Upon returning to Council Bluffs, Grenville bestirred himself during the financial panic, building the foundation of his later fortune. Railroad construction had ground to an impoverished halt, so young Dodge teamed with Judge Caleb Baldwin to found a banking house in Council Bluffs. He next pioneered with a mercantile wagon-freight line through to Denver. Later, a real-estate firm was added. In charge of the bank was Nathan Dodge, the trusted younger brother of Grenville, who had learned the rudiments of his post well by the time Colorado's gold strike brought men and money swarming through the community. Nathan spent 32 years as head of the Council Bluffs Savings Bank, still the city's largest.

Spurred to action by an outbreak of the Sioux Indian tribe to the north, Dodge organized the Council Bluffs Guards in 1856. His Norwich military training made him the local — indeed, a state — expert. Years later, in a letter greeting the Encampment of the 51st and 52nd Regiments of the Iowa National Guard held at Council Bluffs in August 1901, he wrote prophetically:

When I look back to the struggles we had to go

through in the Fifties to organize and maintain even a military company, without aid, laws or uniforms from the state, and see the interest the state and people take in such organizations now, the money appropriated and inducements offered, it is a great satisfaction to me and to all soldiers. . . . Now . . . the government is devoting much time to expanding and perfecting the National Guard, and I hope eventually to see it organized, officered, armed, equipped and drilled the same as our regular army, with pay and emoluments while on duty, thus making it a national reserve to our army, ready upon the call of our government to take the field as a complete organization. . . .

The young engineer returned to the work of building the Mississippi and Missouri Railroad through Iowa from Iowa City. The financial panic stopped the work again in 1857. He now came under the patronage of Henry Farnam and Thomas C. Durant, who financed Dodge's reconnaissance and surveys west along the 41st and 42nd parallels to the Rockies. These explorations only committed him more firmly to the belief that the 42nd parallel held vast superiority over any other route for the Pacific railroad. In a speech he later said:

It might seem strange . . . that although the Government spent millions of dollars in examining different routes for the Pacific railway, covering the country between the parallels of 32 and 49, which reports . . . were printed in eleven large volumes, no examination was made by the Government upon the most feasible route across the continent; that was left to private enterprise.

Abraham Lincoln's visit to Council Bluffs in August of 1859 resulted in an encounter with Grenville Dodge which has become one of the community's favorite historical vignettes. Lincoln had come upriver by steamboat from St. Joseph, Missouri, to examine some property which constituted the security for a loan he had made to Norman B. Judd, attorney for the Rock Island Railroad. The tall, spare barrister had achieved national stature through his debates with Douglas and would soon be a candidate for the presidency.

Since the transcontinental railroad was assuming national importance, Lincoln sought information about possible routes from Dodge. He bombarded the surveyor with questions until Dodge had divulged everything of significance his experience had taught him of the western territory.

"This interview was of the greatest importance to me," Dodge wrote. "It was a milestone in my life, and Mr. Lincoln never forgot it." This proved only the first of several interviews in which Lincoln sought opinions from Dodge. The view of the Missouri River Valley shown to Lincoln from a high bluff in the city impressed him. The spot is now marked by a monument which General Dodge unveiled in 1911.

Hoping that Council Bluffs and the Platte River route would be favored by Lincoln if he were the Chief of State, Dodge worked hard to recruit votes for him among the Iowa delegation at the

Republican nominating convention in Chicago in 1860. In Washington for Lincoln's inaugural, Grenville Dodge buttonholed influential persons to "sell" them on the most logical route for the railroad.

All too soon, the slavery issue exploded into the War Between the States. Realizing that a transcontinental railroad must yield precedence in the crisis, Dodge responded to the Union's need by offering his Council Bluffs Guards as a unit for Iowa's infantry regiments. But Governor Kirkwood preferred to hold this regiment in reserve for border protection from both Indians and Missouri hotheads.

Dodge eventually accepted the appointment as colonel of the 4th Iowa Volunteers, which he recruited and organized. On October 9, 1861, he was given command of the military post at Rolla, Missouri, and in skirmishes received a leg wound the following December. His troops then became a part of the Army of the Southwest under Brigadier General Samuel Ryan Curtis with Dodge commanding the 1st Brigade, 4th Division. Here he first served with Quartermaster Phil Sheridan, and this was the beginning of a lifelong friendship. The major engagement of his Brigade at Pea Ridge in the Arkansas hills proved the value of Colonel Dodge's firm discipline. Outnumbered by their Rebel opponents, all but the 1st Brigade were driven back on the right during the

bloody three-day battle in March 1862. Dodge wrote to his father:

It was a terrible three days to me. . . . I got off a sick bed to go to the fight, and I never got a wink of sleep for three days and three nights. . . . We lacked sadly in numbers and artillery, but with good judgment and good grit we made it win. My officers were very brave . . . many (men) who were too badly wounded to leave the field stuck to their places, sitting on the ground, loading and firing.

He described a desperate bayonet charge which was made by the black-coated 4th Iowa when it was without ammunition. The Rebels were routed and the 4th won the cheers of the entire Union force. Next morning an artillery barrage completed the victory in his troops' sector. Dodge concluded:

I escaped most miraculously. A shell burst right in front of me, and, tearing away my saddle holsters and taking off a large piece of my pants, never even scratched me. My clothes were riddled and I got a hit in the side that is serious, but did not think of it at the time.

He failed to mention that three horses had been shot from under him.

In his *Memoirs* of the southwestern campaign, he did mention that "I was hauled 250 miles over a rough road in an ambulance, and if any of you have had the same experience you can judge what I suffered." But a telegram delivered to him en route notified him of promotion to brigadier gen-

eral and "the promotion insured my getting well."

After his recovery in June 1862, Dodge was sent to General H. W. Halleck's command at Corinth, Mississippi. Sheridan, who had preceded him there, recommended Dodge as the indispensable man to rebuild the desperately needed Mobile and Ohio Railroad between Columbus, Kentucky, and Corinth. The road appeared to be past salvaging but Dodge bulldogged the reconstruction through that summer of 1862.

From his command of 8,000 troops, he assembled a remarkably efficient construction crew—ferreting out each man's talents whether blacksmith, lumberjack, carpenter, trackman, and solved the problems of supply, protection, and material without outside personnel. Forrest's raids were frustrated by Dodge's ingenious defensive tactics in fortifying every bridge and station as a blockhouse. He was finished in August.

From this remarkable demonstration, Dodge's reputation brought him a series of challenging assignments. He rebuilt two segments of the Memphis and Charleston Railroad in Mississippi and other lines needed for supply from Chattanooga to Atlanta. Ordered to rebuild the Nashville-Decatur road in 1863, his corps restored 182 bridges and 102 miles of track within 40 days. During the preparation for the Atlanta campaign, Dodge's corps astounded General Sherman by bridging the Chattahoochee River at Roswell, Georgia, with a

double-track structure 710 feet long and 14 feet above the water within a space of three days. And this after a forced march of 31 miles to reach the site!

Restoration of these railroad lines proved critically essential to the Union's success. It is regrettable that public hero-worship attaches inevitably to battle heroes; General Dodge as a railroad miracle worker remains a practical genius without the romance. He served where he was most needed, but it cost him the opportunity for glamorous personal acclaim.

General Dodge's organization of a successful spy system for the Union illustrates his unique gift for filling a vacuum. Dismayed by the inaccuracy of most of the reports coming from the army's informants, Dodge recruited and trained a cadre of secret service agents whose information proved invaluable to General Grant.

Alvin Harlow, in an article in *Trains Magazine* in June 1948, wrote:

I have been unable to find elsewhere in history such an example of an able and valiant commander of combat troops who also built railroads and bridges and maintained a remarkable intelligence system.

Thomas Shehan of Danvers, Massachusetts, in an address before the Council Bluffs Rotary Club in May 1963 called Dodge "the most underrated figure of the Civil War."

From October 1862, when he was assigned com-

mand of the Second Division of the Army of the Tennessee, until late October 1863, when he commanded the Left Wing of the 16th Army Corps, Dodge participated in a dozen battles in Kentucky, Mississippi, and Tennessee.

Promotion to the rank of major general came on June 7, 1864. Soon after that he led his corps of volunteers into the battle of Atlanta, where General James B. McPherson was killed. Dodge, himself, received a near-fatal head wound from a ricocheting bullet at the log breastworks before Atlanta on August 19. His wife came to nurse him. She, then, brought him back to Council Bluffs for convalescence, where the grateful town staged a parade in his honor.

It was two months before Dodge could return to duty. His next major assignment came in December. It was administering the Department of the Army of the Missouri to rid the State of guerrillas who were terrorizing the citizens. The new commander outwitted the jinx of his post by threatening sentence of death to guerrilla and southern-sympathizing protector alike. Order was restored in a matter of 60 days, but not before Dodge had narrowly escaped assassination in St. Louis. Grateful citizens gave him the engraved silver platter which is now displayed at the State Department of History and Archives in Des Moines.

While the War Between the States rose to a

bloody crescendo, Indian tribes were using the critical times to win back the territory on which the white man had encroached. All through the West, Indians were wiping out wagon trains, murdering settlers, destroying telegraph lines, immobilizing freight and mail deliveries, and intimidating the weakened army posts.

To General Dodge, who had been appointed commander of all United States forces in Kansas, Nebraska, Colorado, and Utah, fell the order to restore peace. Early in 1865, General Dodge moved into residence at Fort Leavenworth, and his family joined him there. The Dodges' third daughter, who was called Annie as a child, was born there March 7, 1866.

Through the rigors of a desperately bitter winter, Dodge gave heart to the discouraged troops, restoring the telegraph and carrying out punitive action against the Indians with equal force. Some of the most colorful and sanguinary incidents of Dodge's memoirs can be read in his account of the Indian campaigns. He became almost a legendary figure to the red men, who had earlier christened him "Long Eye" because of his ability to see great distances with his surveying instruments.

Over 600 miles of telegraph line were rebuilt between Omaha and Denver in 13 sub-zero days and nights. His troops chased the Indians north and south of the main emigrant routes so that the stages could roll again within 17 days. When

Union soldiers resigned, Dodge organized companies of Rebel prisoners to do the fighting and pitted loyal Pawnees against renegades to augment his forces.

Obstruction from Washington after Lincoln's death prevented his "mopping up" operations which might have settled the Indian question permanently. His certainty that the Pacific railroad could not go through until the Indians were quelled had led Dodge to refuse an offer to become chief engineer for the Union Pacific. He now felt that his army task was over, so Grant's offer of a post in the army "regulars" held no enticement for him.

As the summer of 1866 approached and Dodge watched the first tentative progress of the Union Pacific and Central Pacific building toward each other, his impatience to become a part of it could no longer be curbed. In May he resigned his army commission to join the Union Pacific.

GENEVIEVE P. MAUCK

His Greatest Accomplishment

The great race between the Central Pacific and the Union Pacific had creaked off to a slow start from the eastern terminus. Although groundbreaking ceremonies had occurred at Omaha on December 2, 1863, difficulty in raising the money delayed its beginning until July 10, 1865, when the first rail was laid. At the time General Dodge became chief engineer, succeeding Peter A. Dey, only 30 miles of track had been laid; but over \$500,000 had been spent in surveys and grading.

Having gained absolute authority from Thomas C. Durant, vice president in charge of construction of the Union Pacific, Dodge organized his engineering and construction procedure with the same thoroughness he had brought to his army operations. Samuel B. Reed and James A. Evans were his construction superintendents; the Case-ment brothers, General Jack and Dan, began the incredible performance of track laying that made them famous.

On out the Platte River Valley swung the construction crews beside the marching rails. Surveyor Dodge's predictions about the logical overland route were about to come true. Buffalo paths, Indian trails, emigrant and freight routes, and the

considered evidence of over 25,000 miles of reconnaissances and 15,000 miles of instrumental surveys made by this incredible explorer merged into the ultimate line drawn across the map. Dodge wrote later:

The Lord had so constructed the country that any engineer who failed to take advantage of the great open road out the Platte Valley and then on to Salt Lake would not have been fit to belong to the profession.

The four years of his life devoted to this absorbing accomplishment must have been the most satisfactory of his career, for in the doing he realized his full capabilities. He was 35 years old when he started this work. Challenged by problems of terrain, supplies, financing, Indian raids, V.I.P. visitors, and personal difficulties with the promoters, he overcame them all.

Adding to his responsibilities were those of a Congressional seat, for his friends in Iowa had elected him in 1866 despite his inability to campaign for office as their Representative to the Fortieth Congress from the Fifth District. He managed to attend the sessions for one term. He absorbed the Washington "know-how" which made him a successful lobbyist for the rest of his life on behalf of railroads and veterans. He declined renomination in 1868.

The man who had survived the abrasive rigors of war found his resultant rude forcefulness exactly what was needed to push through a trans-

continental railway segment. Until the rails of the North Western Railroad reached Council Bluffs on January 27, 1867, all of the supplies for construction had to be brought upriver by steamboat and then carried over the railroad's own single track to the point of construction. The river boats could operate only a relatively few months of the year! Yet in 1866, 260 miles were constructed; in 1867, 240 more; in 1868, 425 miles; and 125 more to bring the rails to Promontory Point by April 1869. In addition, there were 186 miles of sidings. Bloodthirsty, vengeful Indians cost many a life of the crews and ran off countless head of stock until military escort was placed on the route. Generals Grant and Sherman worked hand-in-glove with Dodge to furnish army protection for the workers.

While the tracks unrolled westward, the matter of a bridge across the Missouri to link Council Bluffs with the initial point was under discussion. Lincoln's order establishing the eastern terminal had specified that it be within the limits of the township in Iowa opposite the town of Omaha. Council Bluffs and Dodge had fondly expected that the Union Pacific's headquarters and terminal would occupy the ground bought for this use, but Omaha had captured the prize.

Dodge designed, and in 1870-1872, constructed a bridge remarkable for its engineering features. Supports had to be anchored in bedrock. Laborers

worked inside tubes under air pressure ranging from 32 to 45 pounds per square inch. Cylinders of iron eight feet in diameter and sections 15 feet long were lowered into place, each weighing 16,650 pounds. To create the earth embankment running eastward for 9,000 feet, trains of cars carrying fill were run from the steam shovel location night and day for two years. Boats could pass under the 60-foot level of the bridge platform, which was made of 11 spans each 250 feet long. A double-track bridge replaced the structure in 1886.

The incredible story of the final few weeks before the rails of the Union Pacific met those of the Central Pacific at Promontory Point, Utah, illustrates the frenzy of the race. General Dodge's role as mediator in the terminal choice solved a critical problem.

The engines touched at last, nose to nose, on May 10, 1869. The first voice to be heard at the start of the ceremonies was that of General Dodge, who introduced the Reverend John Todd of Pittsfield, Massachusetts, who was to give the formal opening prayer. At one point in the ensuing ceremony, according to a dispatch from the *Chicago Tribune's* reporter, General Dodge responded on behalf of the Union Pacific as follows:

Gentlemen: The great Benton prophesied that some day a granite statue of Columbus would be erected on the highest peak of the Rocky Mountains pointing westward,

denoting this as the great route across the continent. You have made that prophecy this day. Accept this as the way to India.

Then came the electric climax when, before a crowd of 1,500 railroad and business dignitaries, soldiers, bandsmen, workers, newspaper reporters, and settlers, the golden spike was hammered into the silver-bound, polished laurel tie with a silverheaded spike maul by Governor Leland Stanford and driven in with enthusiasm by various other distinguished guests. The two chief engineers gave the final blows.

Telegrams were sent to President Grant, Vice President Colfax, and other officials throughout the country. Dodge did not fail to send a message to his old commander, who had been such a helpful factor in the building of the road, and he received this message in response:

Washington, May 11, 1869

General G. M. Dodge:

In common with millions, I sat yesterday and heard the mystic taps of the telegraph battery announce the nailing of the last spike in the great Pacific road. . . . All honor to you, to Durant, to Jack and Dan Casement, to Reed, and the thousands of brave fellows who have wrought out this glorious problem, spite of changes, storms, and even doubts of the incredulous, and all the obstacles you have now happily surmounted.

W. T. Sherman, General

Today this historic point is marked only by a

monument, since the railroad's route has been changed and the rails were melted for scrap in World War II.

The Union Pacific had cost \$57,000,000, some of which was suspected as accruing to the Credit Mobilier which financed the railroad. Dodge could not escape some tarring from the brush that painted its operations so black during the Congressional investigation that followed, but all his life he defended the good faith of the railroad's builders. He considered the building of the Union Pacific his greatest achievement.

Mrs. Dodge and their three daughters had been living quietly in a series of homes in Council Bluffs while General Dodge shuttled back and forth to Washington, to New York, and to end-of-track and home again. Even before the end of the railroad's construction loomed in sight, the Dodges acted to make a dream come true—their own home, to be built on a splendid site overlooking the business district, reflecting the restrained opulence of some of the East's impressive homes yet branded with the General's personal touches. Construction was started in 1869, and it was largely completed by 1870.

Dodge also managed to find time in 1869 to serve on the commissions for building of the Iowa School for the Deaf at Council Bluffs and the State Capitol at Des Moines.

After his resignation from his Union Pacific

post on January 25, 1870, he plunged immediately into the work of building the lengthy Texas Pacific as chief engineer; so all too soon his family was moved to Marshall, Texas, to be near him. They returned to Council Bluffs in 1874. Because of his railroad interests, he declined to be considered for a cabinet post as Grant's Secretary of War in 1871. That same year he became a director of the Union Pacific.

Even though Grenville Dodge might be thought to have played out the most vigorous and spectacular portion of his life by the time he was 40, the record shows that he had barely started. His monumental achievements in railroad construction and his successful financial operations which made him a millionaire several times over were pursued energetically during the next 35 years.

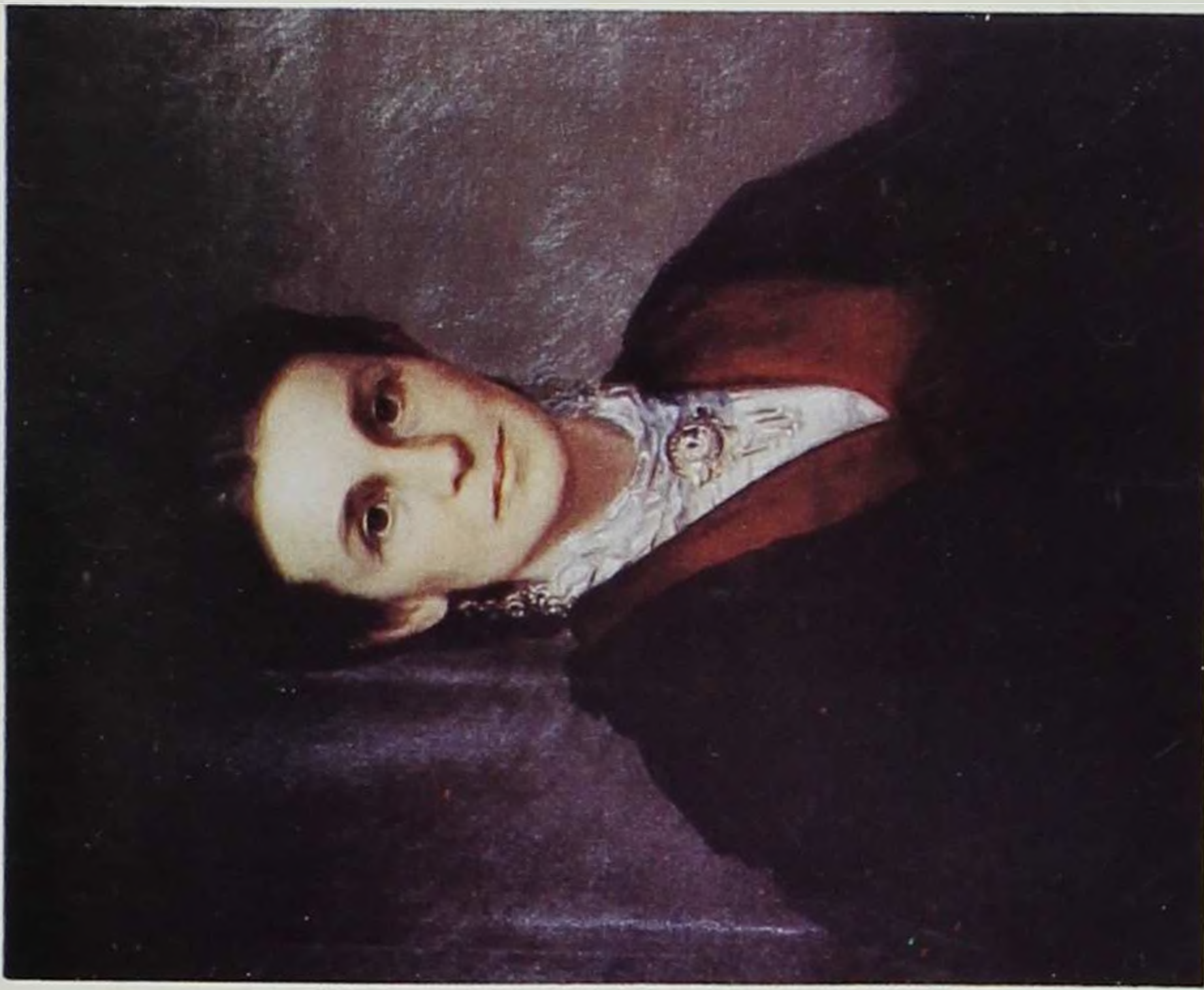
From 1873 to 1884 he was associated with Jay Gould in the railroad development of the southwest, building over 9,000 miles of track. He was often involved simultaneously with two or more ventures, not to mention holding directorships in several more. Meanwhile, each construction commission added to his land and stockholdings.

General Dodge's philosophy concerning the long-term benefits of the railroads to the country can be ascertained in this quotation from his official report on the Union Pacific's completion:

Its future is fraught with great good. It will develop a waste, will bind together the two extremes of the nation as

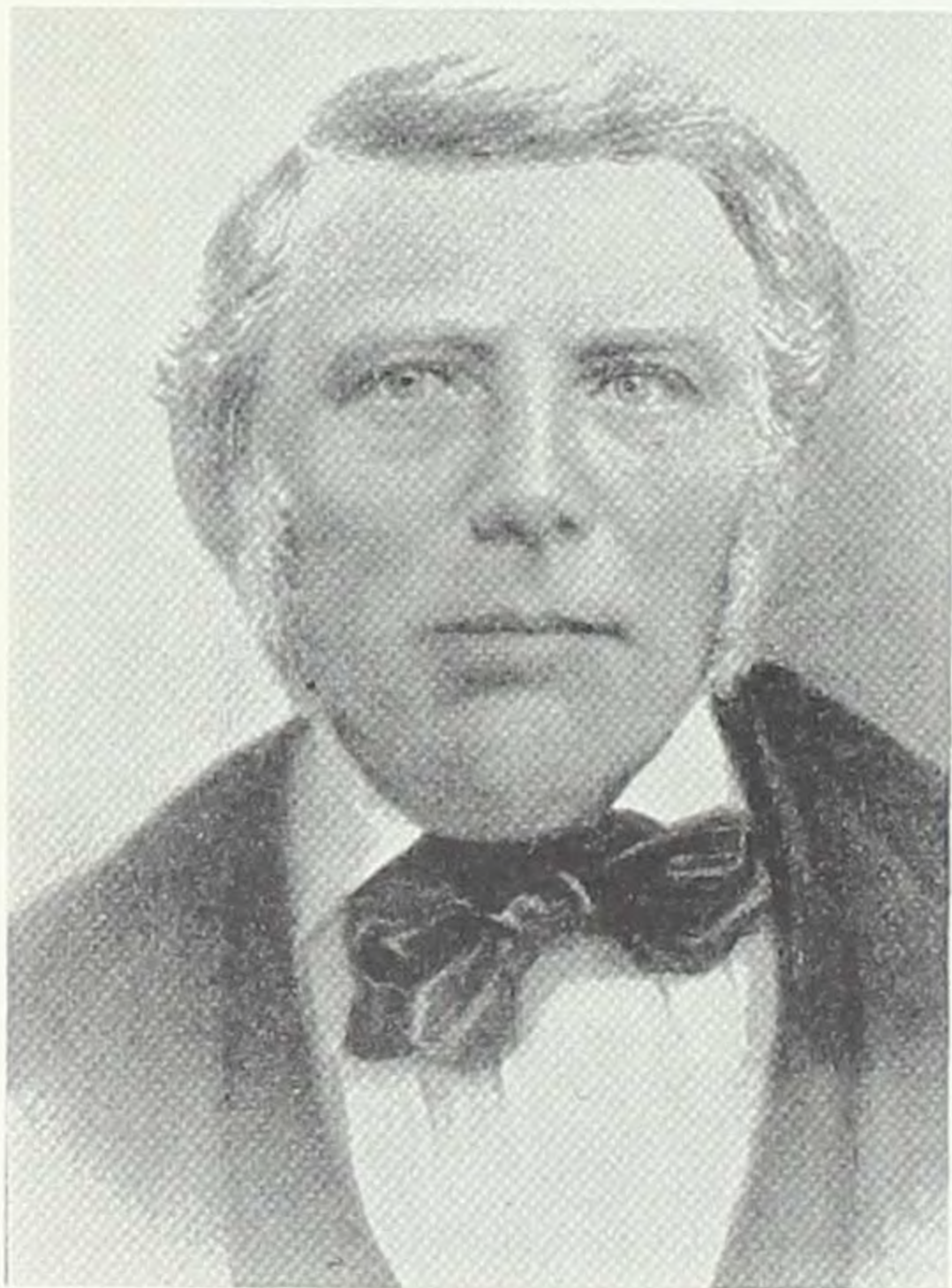


GRENVILLE MELLEN DODGE



Union Pacific Railroad Photos
MRS. GRENVILLE M. DODGE

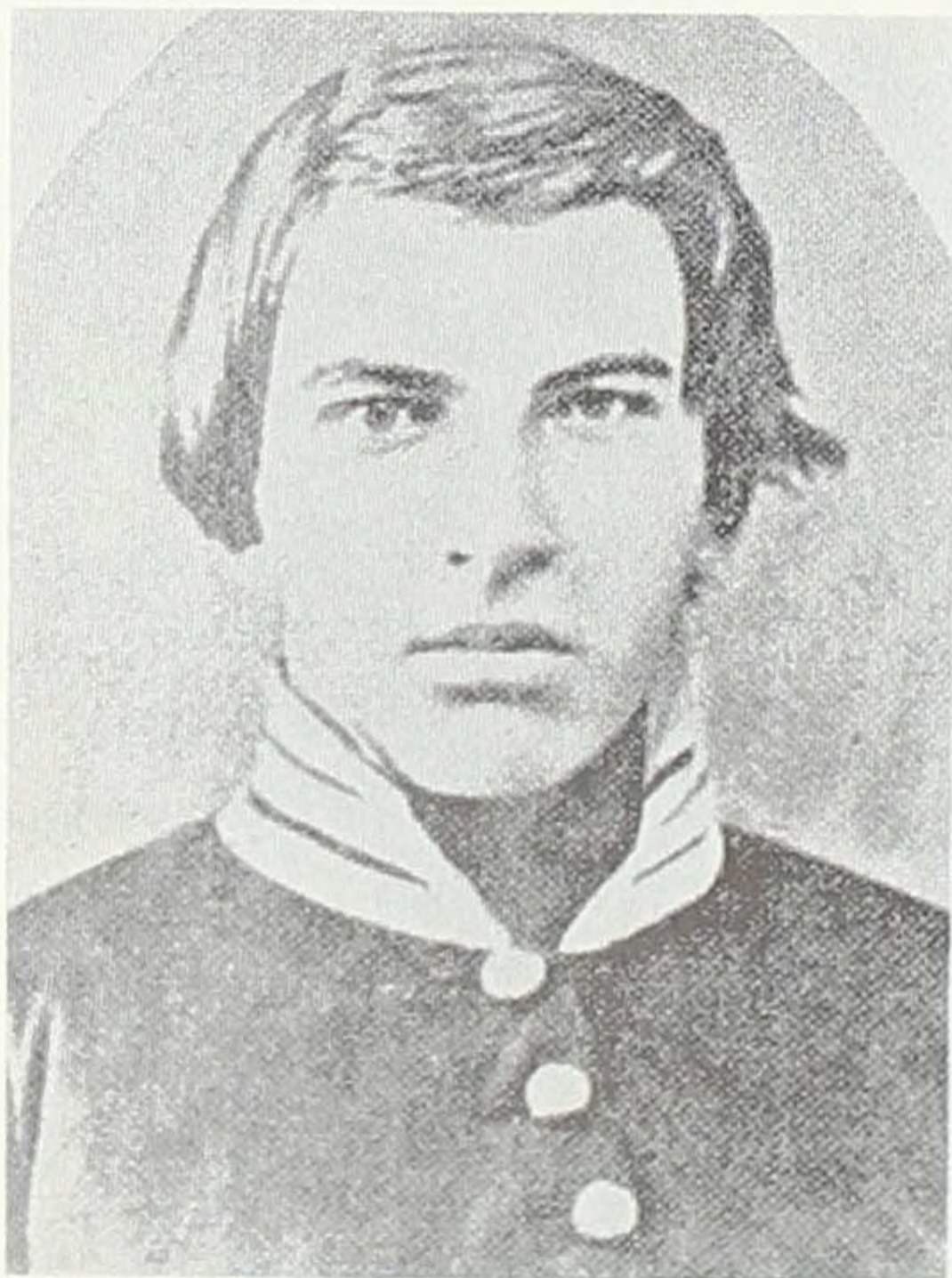
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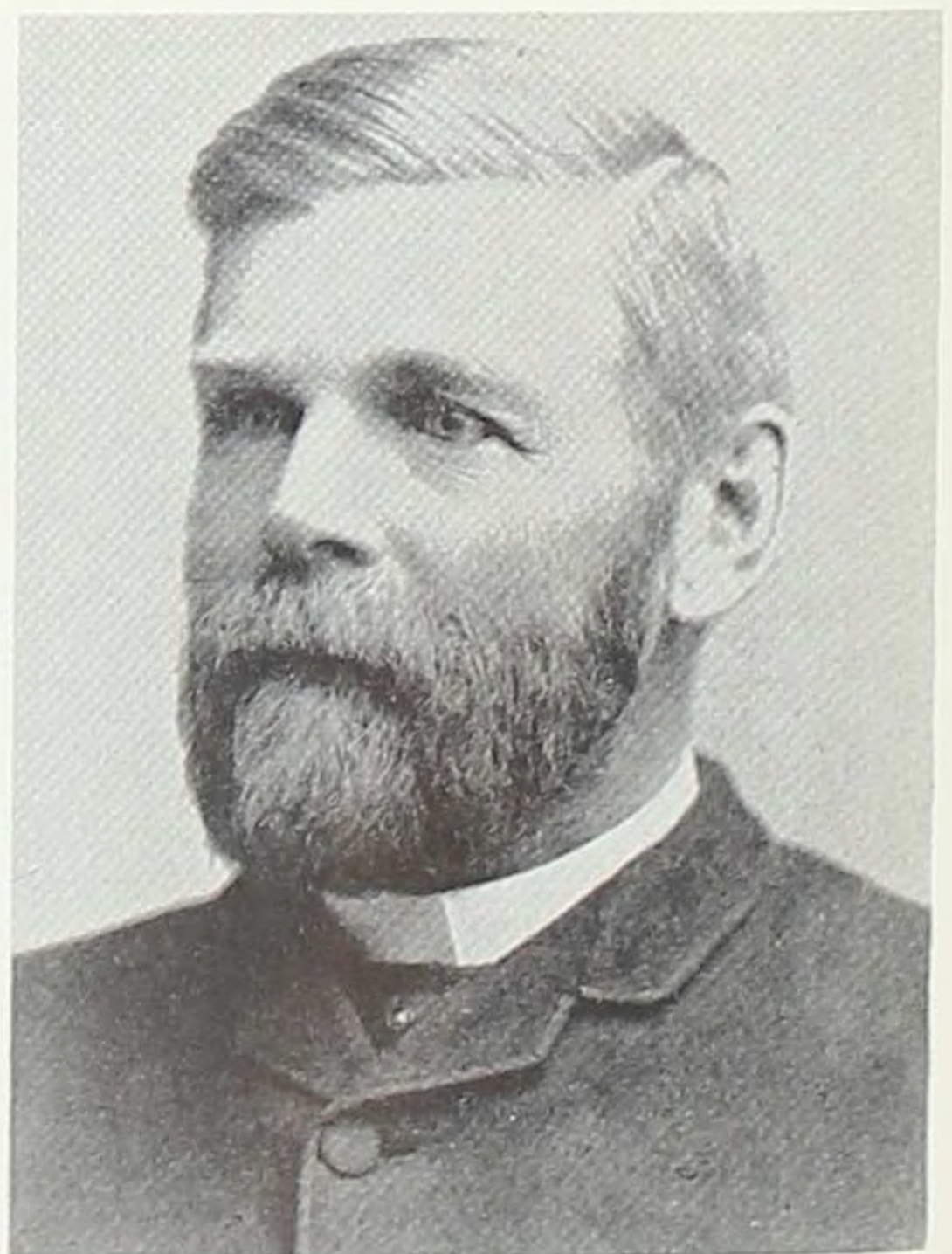
SYLVANUS DODGE



JULIA PHILLIPS DODGE



GRENVILLE M. DODGE
as a Norwich cadet.

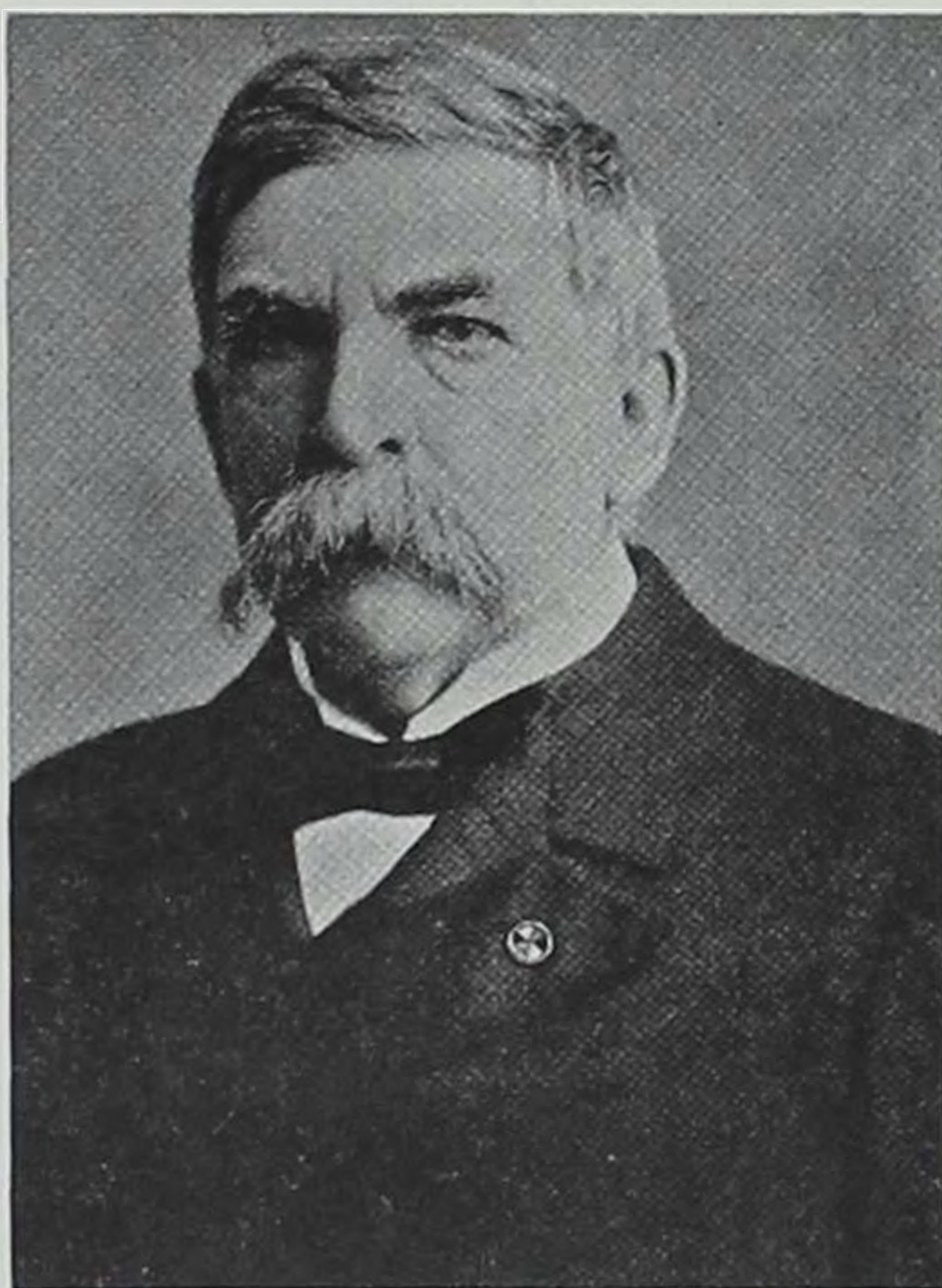


NATHAN DODGE, the
younger brother of Grenville.

Council Bluffs Free Public Library Photos



GRENVILLE M. DODGE
in Civil War uniform.



GRENVILLE M. DODGE
in his declining years.



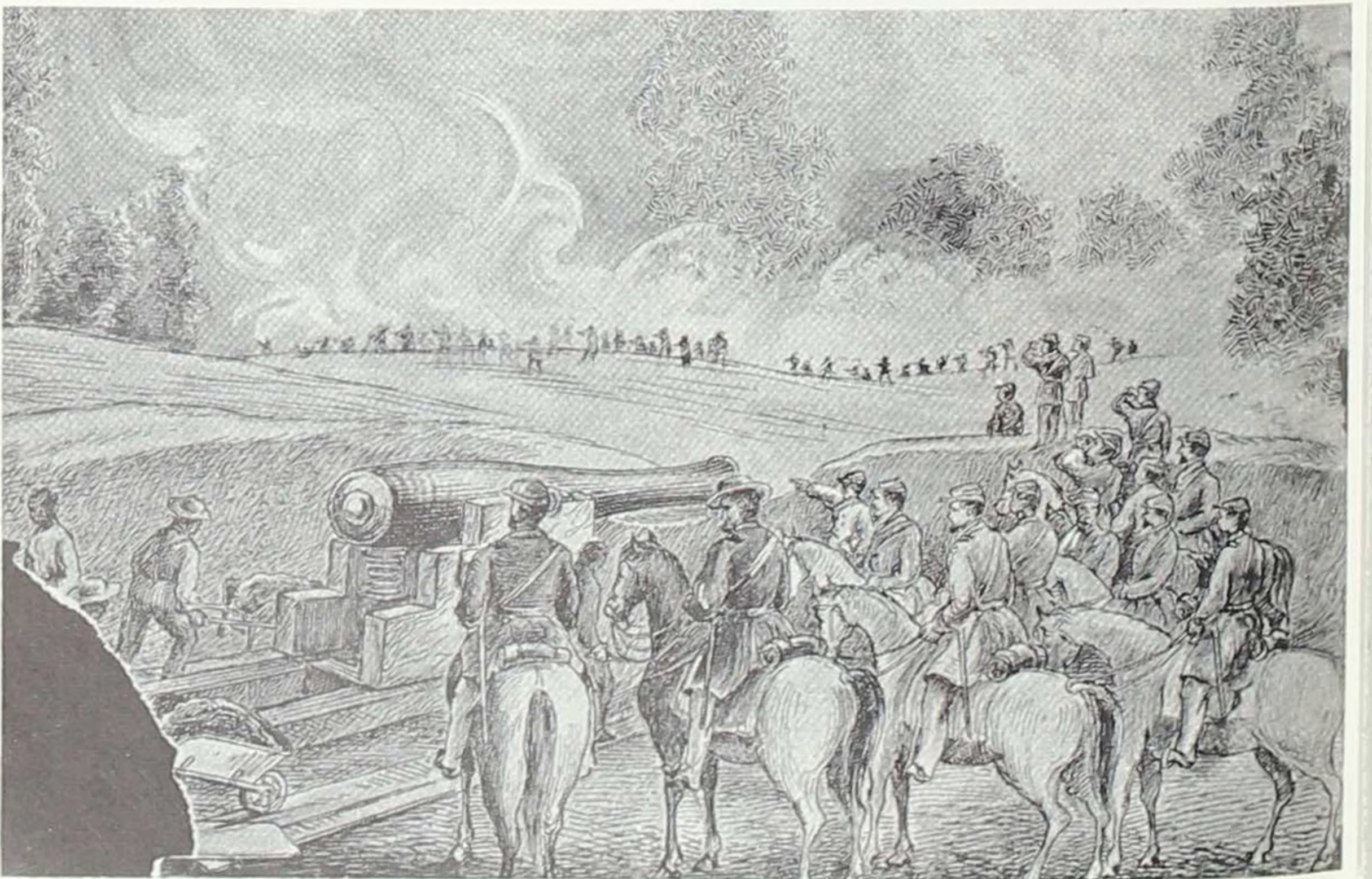
MRS. RUTH ANNE DODGE
wife of Grenville M. Dodge.

Union Pacific Railroad Photos



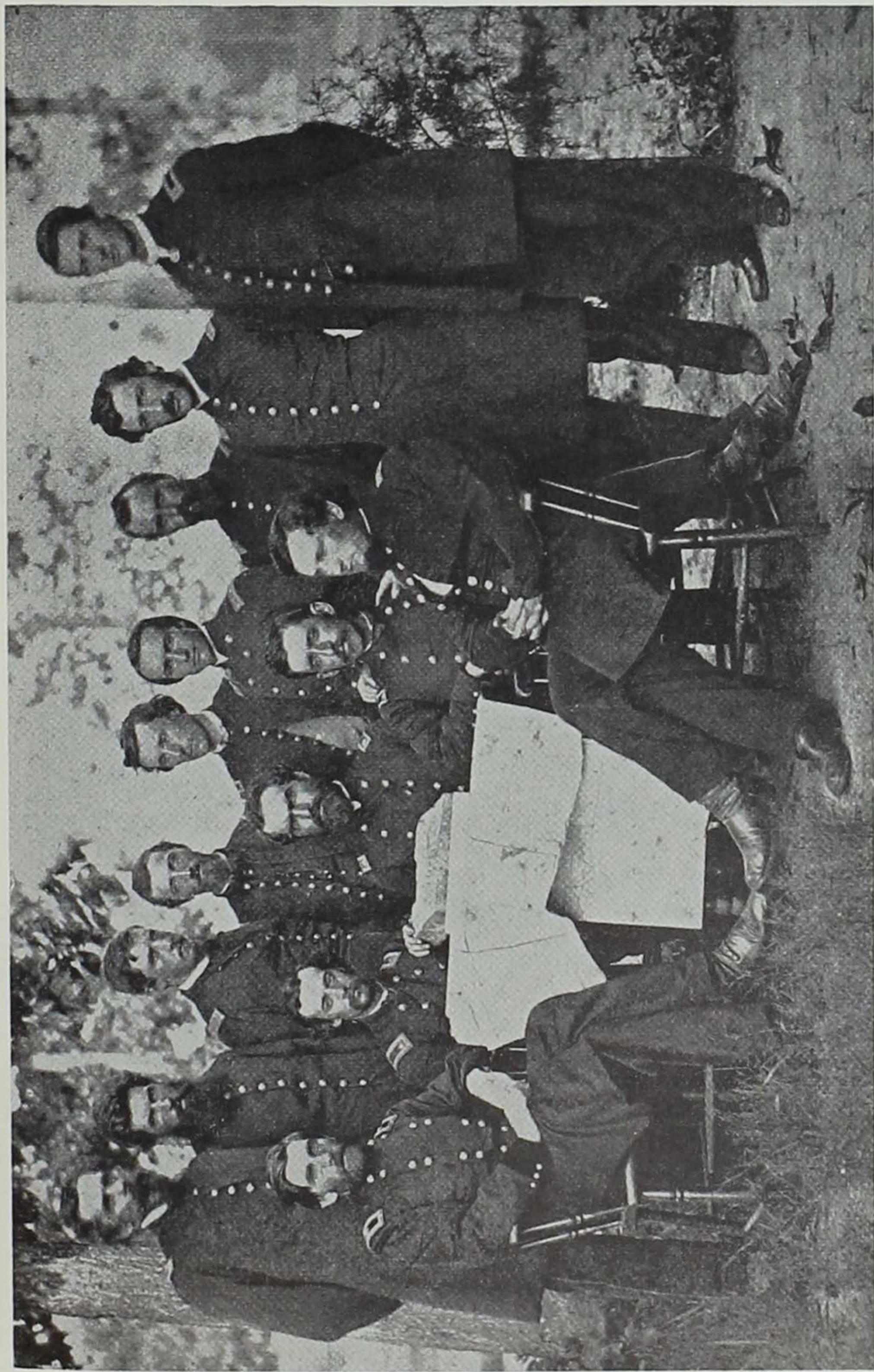
Courtesy Clayton J. Metz

Looking into Corinth from General Pope's observation post.



Courtesy Mrs. Jeanne O'Hanlon

Hurriedly erecting earthworks during battle at Corinth.



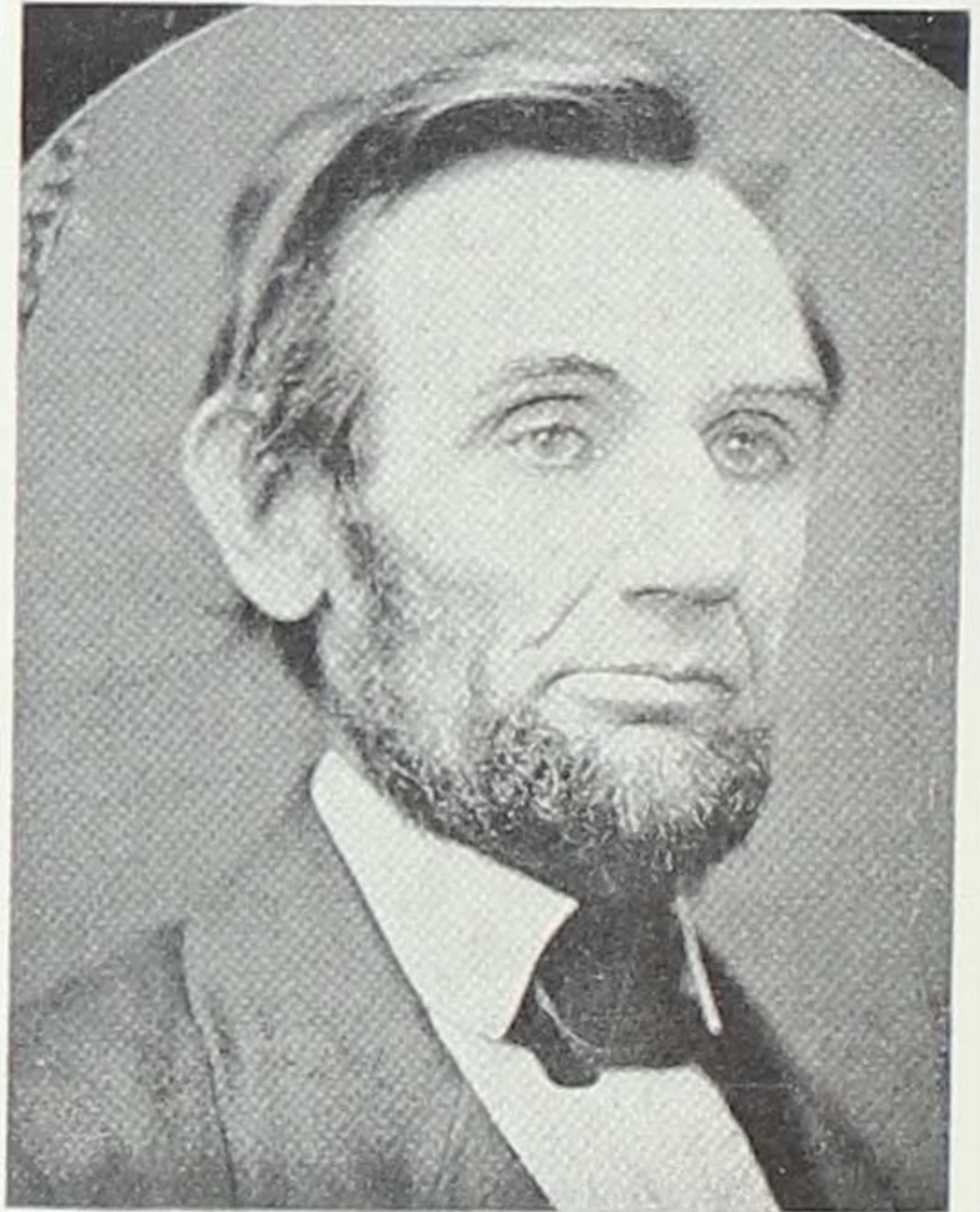
Union Pacific Railroad Photo

Major General Grenville M. Dodge and his staff at Corinth, Mississippi. Left Wing of the 16th Army Corps in 1863. Dodge is seated on left and directly behind him stands Colonel C. C. Carpenter, later governor of Iowa.

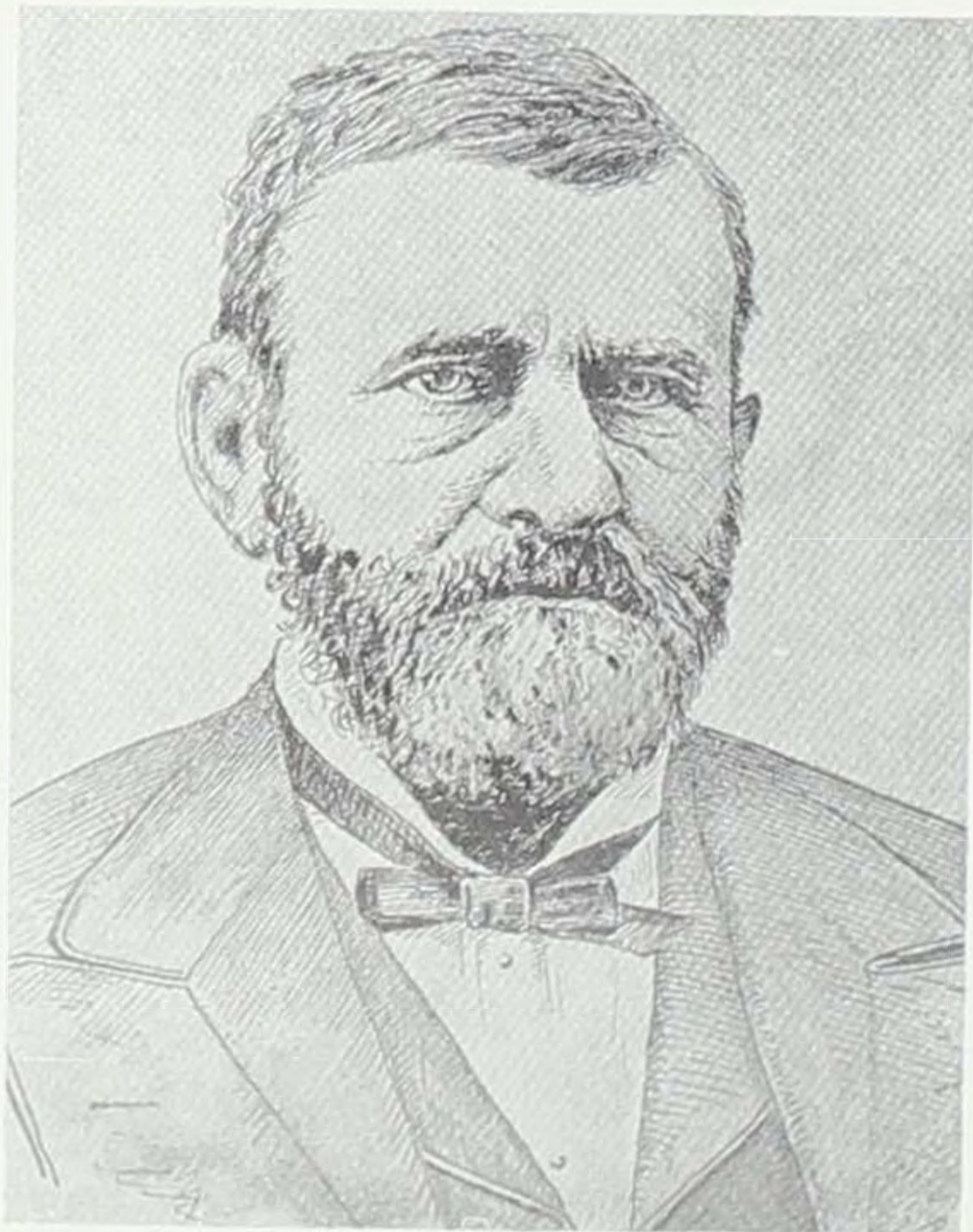
SOME NOTABLE DODGE FRIENDS



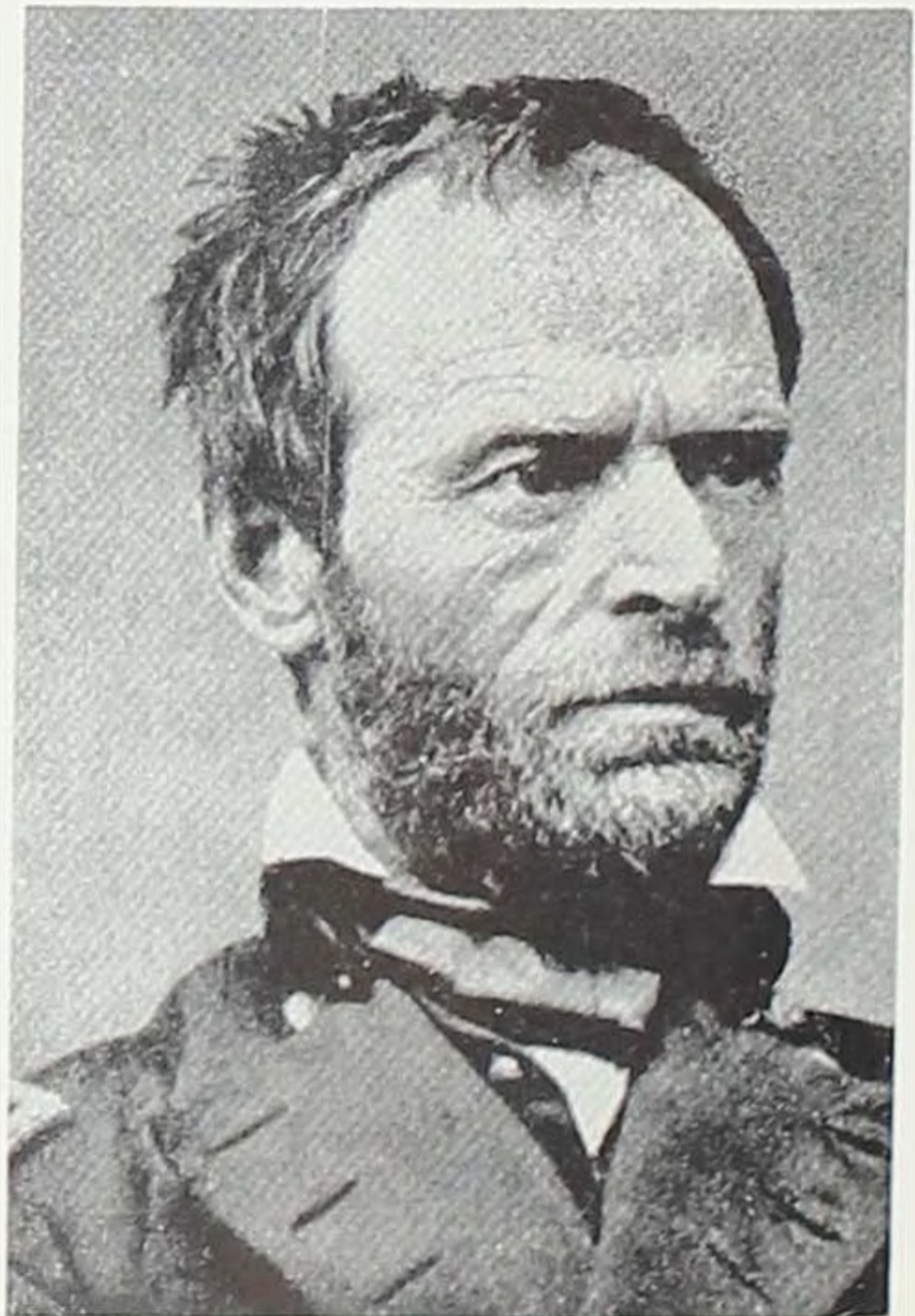
SAMUEL JORDAN KIRKWOOD
War Governor of Iowa.



ABRAHAM LINCOLN
heeded Dodge's advice.



ULYSSES S. GRANT
warm Dodge supporter.



WILLIAM TECUMSEH SHERMAN
close Dodge associate.

Union Pacific Railroad Photos



Major-General Grenville M. Dodge
GRAND MARSHAL

GRANT MONUMENT MUNICIPAL INAUGURAL PARADE

To commemorate the completion of the Grant Monument and its
acceptance by the City of New York on April 27th 1897.

From souvenir program of Iowa Society of New York



Front hall entrance showing circular staircase.



Union Pacific Railroad Photos
Ornate front parlor with vivid purple wallpaper.

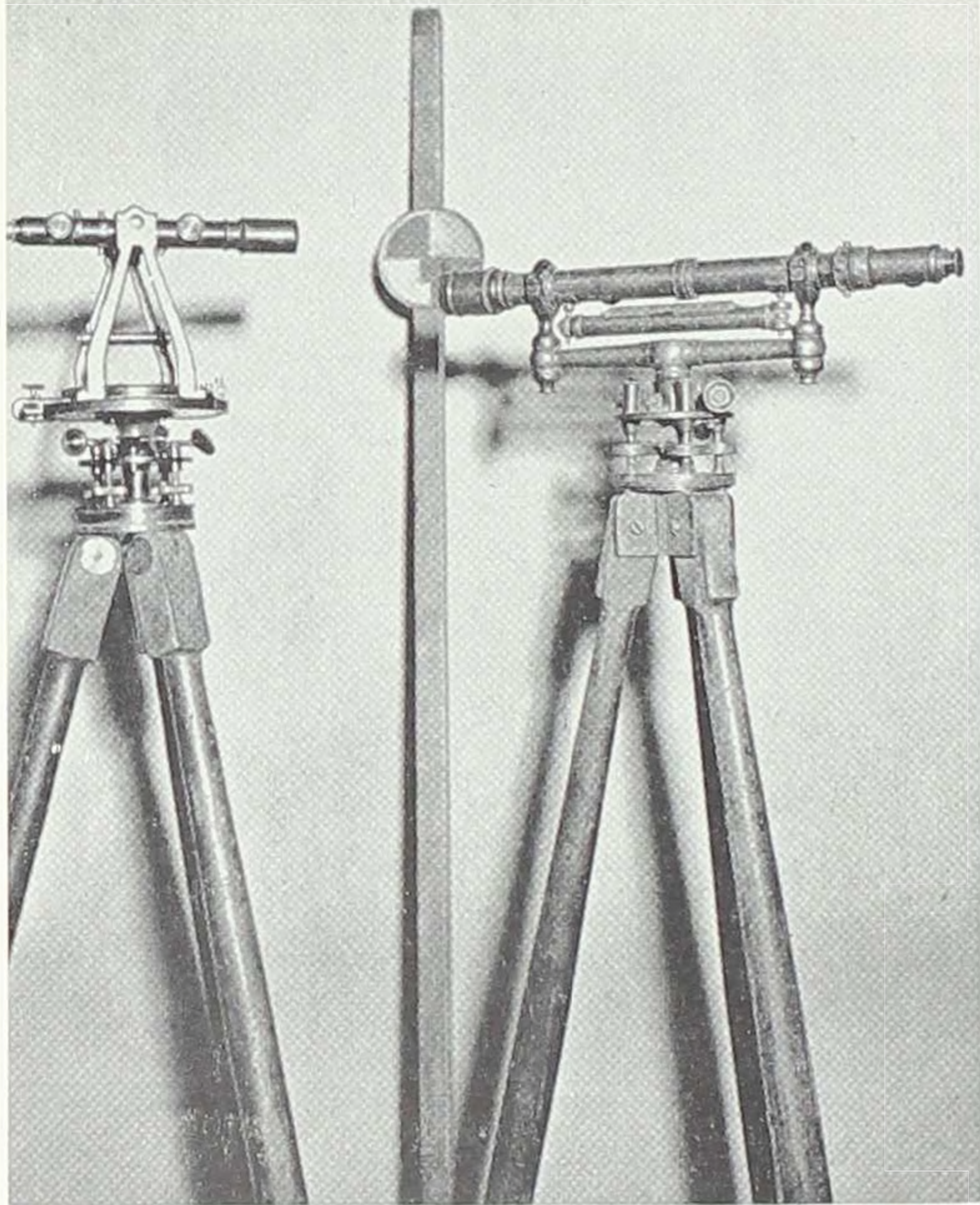


Books and pictures filled the library wall.

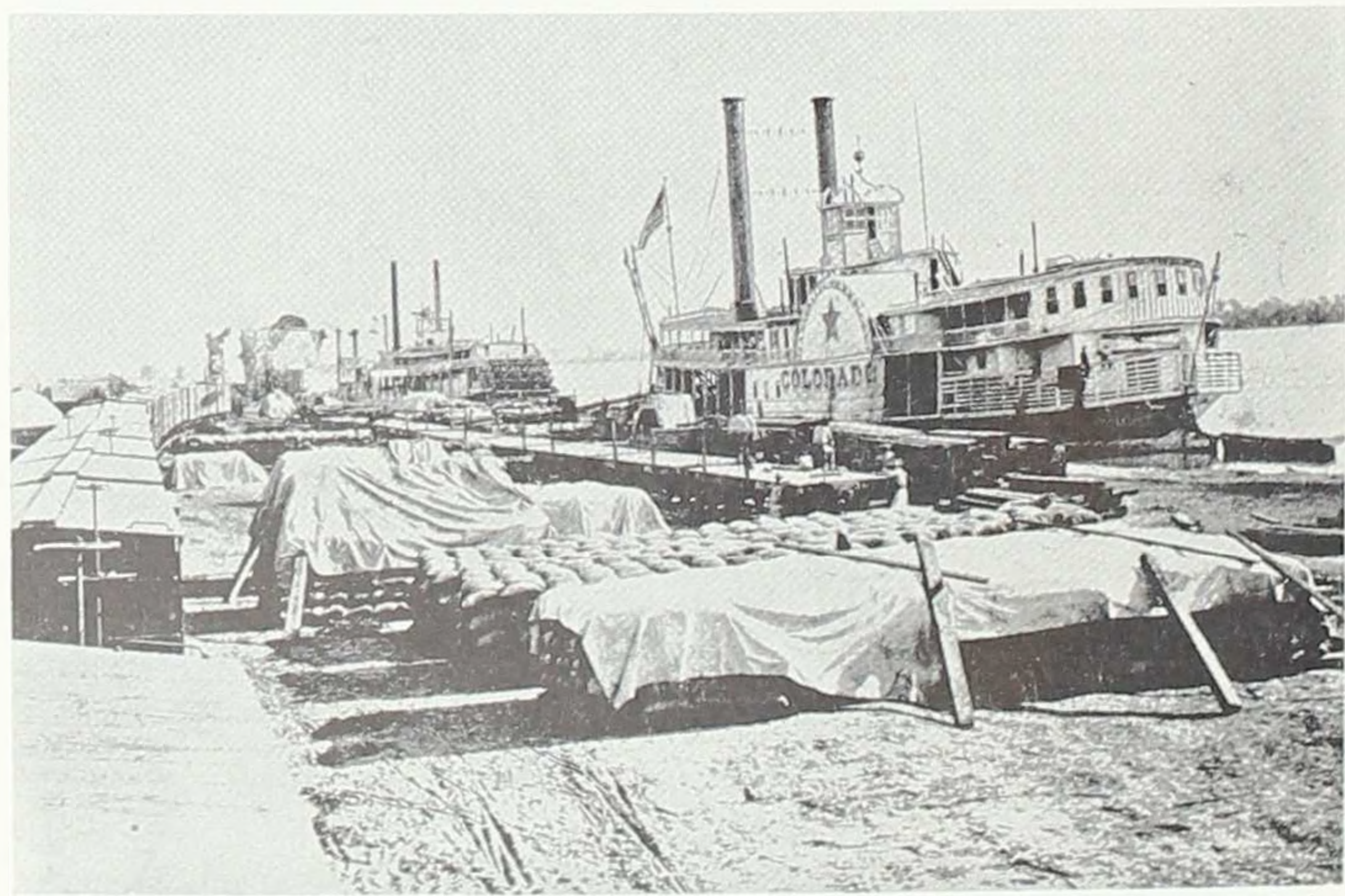


Union Pacific Railroad Photos

Convivial friends gathered round the festive board.

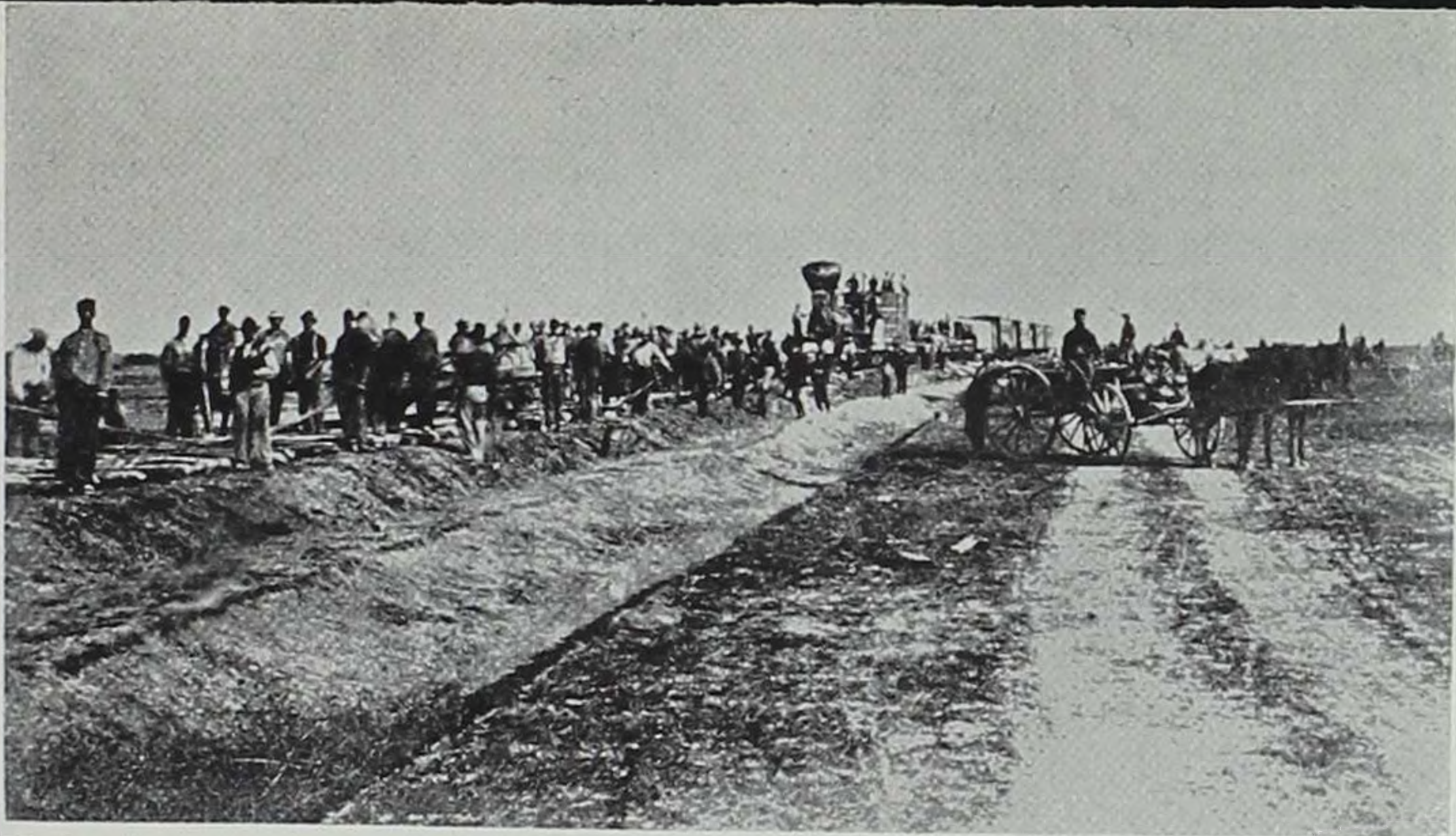


Surveying instruments used by G. M. Dodge. Now on display at Union Pacific Railroad Museum in Omaha.



Union Pacific Railroad Photos

Until the North Western Railroad reached Council Bluffs in January 1867, railroad equipment and supplies were brought upstream by steamboat from St. Louis or from the Hannibal and St. Joe Railroad terminal at St. Joseph, Missouri.



Under the supervision of Grenville M. Dodge, railroad construction proceeded across Nebraska at a phenomenal speed.

Blank No. 1.

THE WESTERN UNION TELEGRAPH COMPANY.

The rules of this Company require that all messages received for transmission, shall be written on the message blanks of the Company, under and subject to the conditions printed thereon, which conditions have been agreed to by the sender of the following message.

THOS. T. ECKERT, Gen'l Sup't, } New York.
 WILLIAM ORTON, Pres't. }
 O. H. PALMER, Sec'y. }

Dated *Promontory Utah via Omaha* 186*9*

Received at *May 9*

To *Oliver Ames*
Pres't.

Copy of telegram from Grenville M. Dodge to Oliver Ames advising him of the completion of the Union Pacific to Promontory Point, Utah.

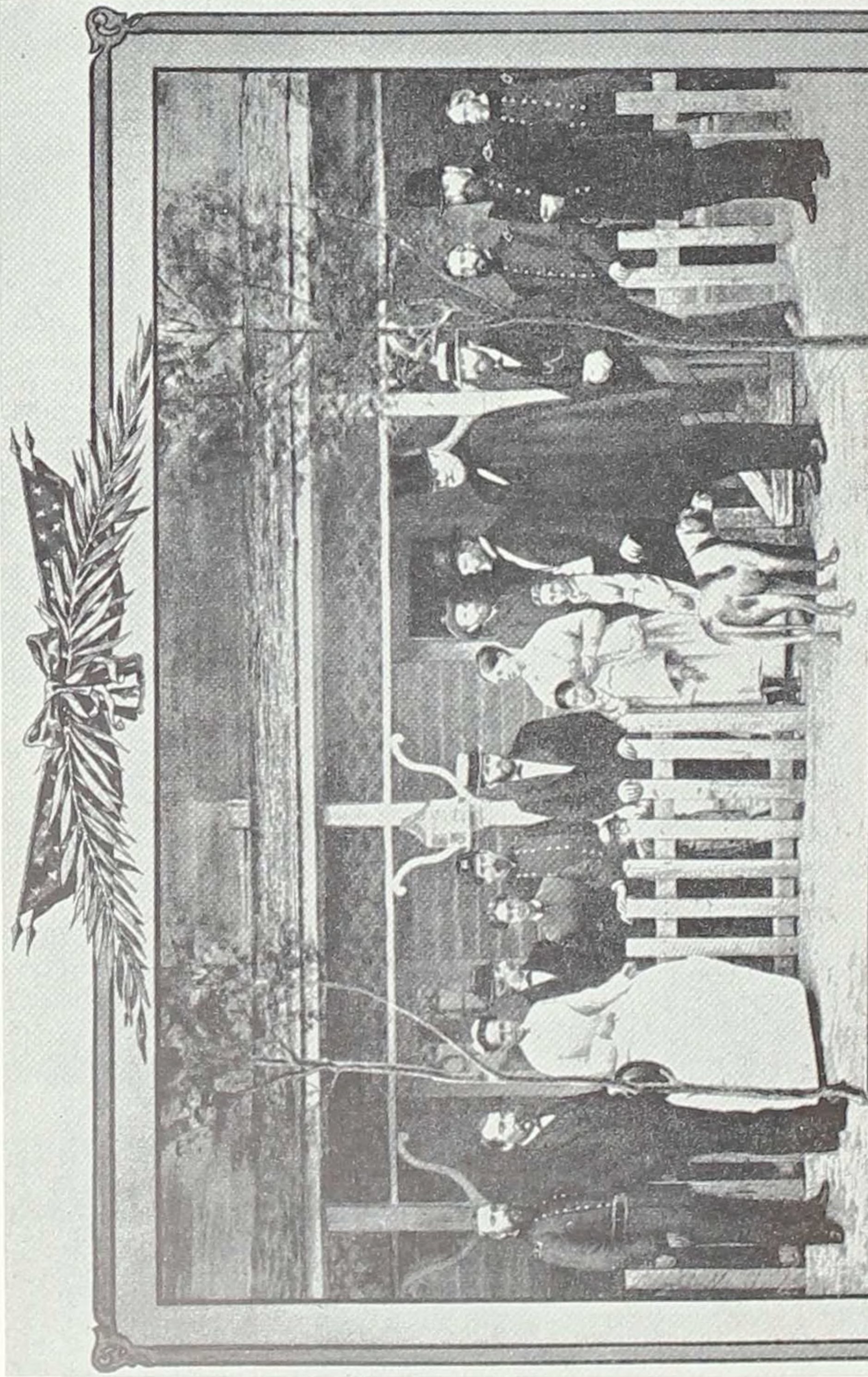
Union Pacific Railroad Photos

You can make affidavit of completion of road to Promontory Summit.

G. M. Dodge
Chf Engr

H. 400000

Rec'd May 10



A Memorable Gathering of Illustrious U.S. Army Officers

to meet GENERAL GREENVILLE M. DODGE, Chief Engineer of the Union Pacific Railway, at the time of its successful completion over the first range of mountains to Laramie Plains

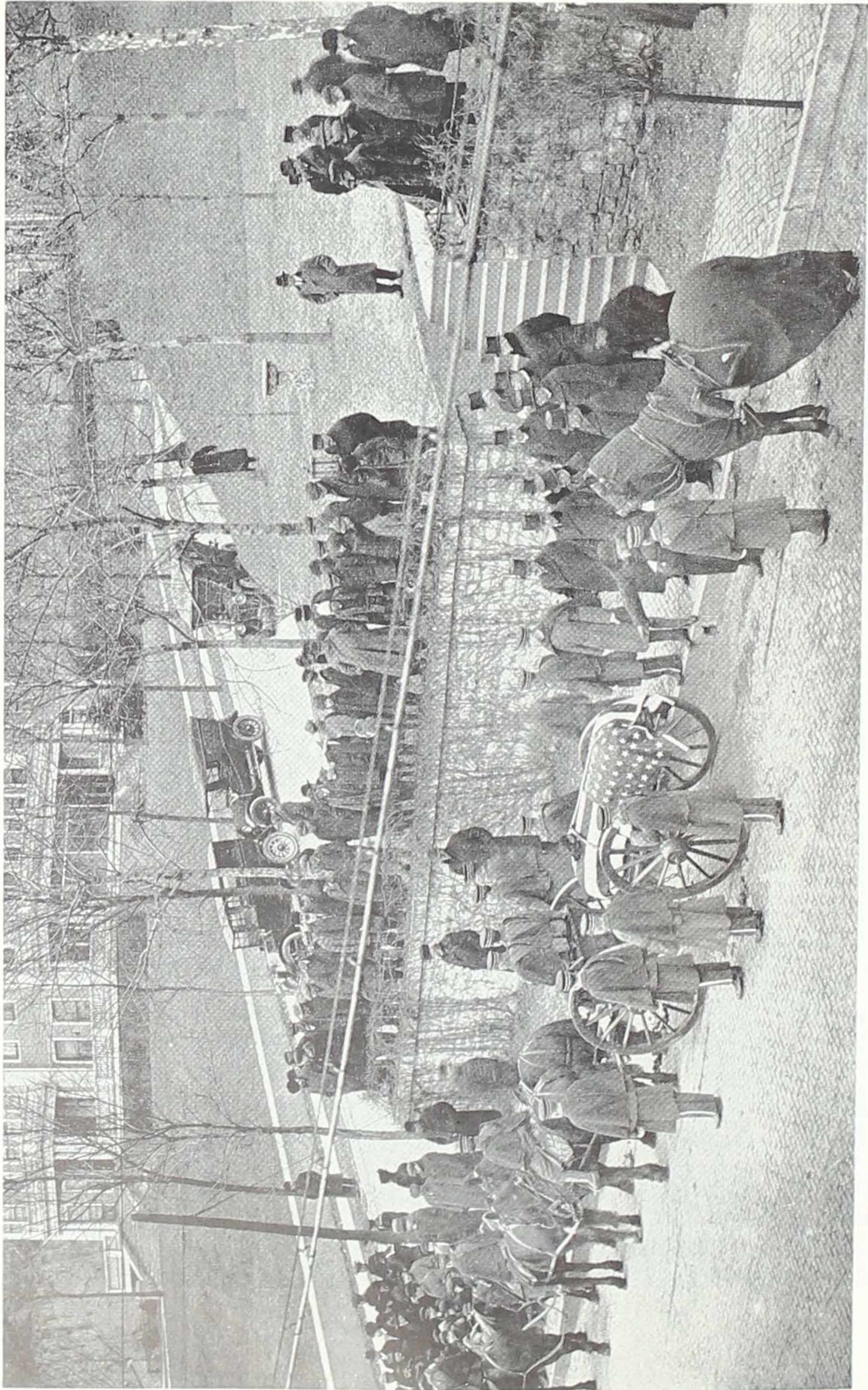
The scene shows the group in front of the officers' quarters at Fort Sanders, U.S. Army Post, in Laramie City, Wyoming Territory, in the fall of 1867. Commencing on the left, and in order, the following officers and others are named as they stand.

- General August Kautz, Major-General Philip H. Sheridan, Mrs. Potter, General Frederick Dent, Mrs. Gibbon, General John Gibbon, Master John Gibbon,
- General U.S. Grant, Kate Gibbon, Mrs. Kilburn, Allie Potter, General Grenville M. Dodge, Chief Engineer of the Union Pacific Railway (in the center), Lieut-General Wm. T. Sherman, General Wm. S. Harney, Dr. T. C. Durant, President of the Construction Co. building the Union Pacific Railway, General Adam Stemmer,
- General Joseph C. Potter and General Louis C. Hunt.



Union Pacific Railroad Photo

The dramatic meeting of the Union Pacific and Central Pacific engines at Promontory Point, Utah, on May 10, 1869. Leaders from the East and West were on hand to witness the driving of the Golden Spike and other ceremonies.



The funeral cortege leaving the Dodge Home in Council Bluffs on January 7, 1916, was one of the most solemn and impressive ever held in Iowa. *Council Bluffs Free Public Library Photo*



The Dodge Mausoleum in Walnut Hill Cemetery in Council Bluffs.



Ruth Anne Dodge Memorial, near Fairview Cemetery, sculptured by Daniel Chester French.



Council Bluffs Nonpareil Photos

Crowd gathered before the Dodge Home at Council Bluffs on September 22, 1964, on the occasion of its designation as a Registered National Historic Landmark.

The photograph at the top left of the page was one of the most solemn and impressive ever held in Iowa.



Guests often overflowed into the back parlor.



Union Pacific Railroad Photos

General Dodge's bedroom was typical of the era.

one, will stimulate intercourse and trade, and bring harmony, prosperity and wealth to the two coasts. A proper policy . . . will bring to the road the trade of the two oceans and will give it all the business it can accommodate; while the local trade will increase gradually until the mining, grazing and agricultural regions through which it passes will build up . . .

In the years between 1874 and 1879, Dodge made annual trips to Europe for his health as well as to study and observe railroad construction methods. He was consulted by the engineers of Germany and Italy who were building the St. Gotthard Tunnel through the Alps. The French sought his advice when they were considering building a system of cheap railways. The Chinese sought his services in 1884, but their overtures came at an inopportune time. On another trip in 1892 he met with Russian engineers at Stockholm with the intention of selling them on American methods, but cholera in Russia and the officials' unsatisfactory attitude cooled his enthusiasm. Occupying a place of honor in his household from then on, however, was a handsome set of plates given him by the Czar.

When President Grant went to Europe on the first leg of his 1877 round-the-world trip, Dodge and his family were in Paris at the same time, living in a house on the Boulevard Houseman. Grant was lionized in Paris, to the point that he would seek refuge at Dodge's house to escape the persistent attention. Annie Dodge, now 11 years

old, proved a diverting companion for Grant, who delighted in taking her to the Punch and Judy shows.

A hint of the regard which President Grant's family felt for Dodge was evidenced in his post as Grand Marshal of the parade and dedication of Grant's Tomb in April 1897. Dodge spent over a month making arrangements for what was the most extensive parade ever held in New York. Three million people watched the five-hour review, which was conducted with characteristic Dodge precision. It was the least he could do for a man to whom he had always been intensely loyal. That same year he acted as Chief Marshal of the Military Grand Division at the inauguration of President McKinley.

Tendered a commission in the Spanish-American War after volunteering his services, Dodge regretfully recognized his shortcomings at the age of 67 and left the field to younger men. His opportunity to serve the government came following the end of hostilities when McKinley appointed him president of a commission to investigate the conduct of the War Department in supplying and accommodating troops. It was a distasteful assignment. After seven months of hearings, the commission's report excusing the War Department on the grounds of the country's unpreparedness satisfied none of the critics.

After the war's end, Dodge became associated

with Sir William Van Horne, president of the Canadian Pacific, in plans to construct a railroad in Cuba. They succeeded in building from Santa Clara to Santiago by 1903, a \$10,000,000 project, before being stopped by an insurrection.

At the age of 75, after his physicians had revealed the presence of organic disease, Dodge bowed to the demands of his body and began to relinquish many of the responsibilities he had carried so long. His thoughts turned more and more to the home he had left in Council Bluffs when his expanding career took him to New York and Wall Street. He resolved to return "home" to Council Bluffs.

GENEVIEVE P. MAUCK

General Dodge Builds a House

As the massive effort of building the Union Pacific came to an end, General Dodge turned his attention to realizing a dream which must have given him great pleasure in his quieter moments. The homes occupied thus far by his wife and three growing daughters had been only a prelude to the pretentious house he pictured in his mind—a house of dignity and graciousness, yet without ostentation, and where a man whose career had begun so promisingly could live in the style which increasing affluence would make possible.

Several years before, Dodge had purchased the land where such a mansion could be built. His 9-acre lot extended 200 feet along Bond Street (now Third Street) between Fairview Avenue and Story Street, and ran back 400 feet to the bluffs behind. Only one steep block separated his property from the flatland where business buildings and bustling downtown streets made a pleasing view through the trees.

General Dodge chose William W. Boyington, a distinguished Chicago architect, to submit a design. When the architect presented his interpretation of the General's instructions, Dodge went over the plans with a critical eye, making a number

of changes. An original sketch of the floor plan is still in the files of the trust department at the Council Bluffs Savings Bank.

Construction was started in 1869 and largely completed in 1870. The 14-room mansion cost \$35,000—a large sum for that day. The building was set back 100 feet on the lot, with a grassy plot sloping down to the street. Before long, however, the street was graded down several feet, and Dodge had a wall built to protect his terrace.

Originally designed to measure 56 by 42 feet, the plans called for a two-story brick structure topped by a full one-story French-style mansard roof. Foundations and exterior walls were built of limestone and brick, two feet thick. Interior supporting walls were of brick and stone one foot thick, from the basement to the ceiling level of the second floor. The red exterior brick, first of its type to be used in Council Bluffs, came upriver from St. Louis.

A generous piazza sheltered the incoming visitor from the weather. Handsome double front doors of black walnut opened into a gracious, wide entry hall with a curving staircase at the back. Black and "white" walnut (butternut) gave the woodwork a rich contrast, and cherrywood was introduced in the stair balusters.

Heavy doors, which were hung with silver-tipped bronze butts, led into the library and dining room on the right and into the double parlors on

the left. Destined to be the scene of many a gay gathering, the parlors measured together 16 by 38 feet. By virtue of the wide-arched doorway between, they became almost like one long room, yet could be separated by sliding doors. An American white marble fireplace graced each parlor. Tall pier-glass mirrors at each end of the double room made it possible for dancers to see themselves reflected again and again into infinity.

Manufactured gas had just become available in the city in 1870, so the fashionable globe chandeliers were illuminated with the new fuel. When electricity came in, the fixtures were wired.

Across the hall was the handsome library, impressive with its specially designed, glass-enclosed bookcase cabinets which almost concealed the entire wall surface. Here the contrast of the black walnut and its lighter butternut trim came pleasingly to the fore. The bay windows flooded the room with light and gave a view of the city below. Potomac shell was used for the distinctive marble fireplace frame and mantel. Off the library was a narrow glassed-in solarium.

Behind the library was the generously proportioned dining room, 16 by 24 feet, also with its own fireplace. Each of the downstairs rooms was lighted by magnificent long windows of plate glass, which could be closed for nighttime privacy by oiled pine shutters that folded into wall pockets when not in use.

In the entry hall, a door to the right of the staircase opened into a storage and service hallway leading to the kitchen. A china closet in one corner of the dining room contained a small iron safe for the silverware, with a door connecting to the kitchen. This area was later expanded to serve as a butlery with a storage space for the family's best china and crystal.

Of the kitchen, an 1870 account in the *Council Bluffs Nonpareil* revealed that "the general spared no pains or expense to provide every convenience that observation and ingenuity could suggest." The 16 by 16-foot room contained a cook stove, pumps, water reservoir, built-in storage chest, and an unusually large marble sink.

There was more storage space off the kitchen for food and cooking utensils, with the basement stair opening off this area. Of generous size and headroom, the basement was divided into rooms for vegetables and ice storage, furnace and laundry rooms, and a wine cellar.

Five bedrooms and a bathroom occupied the second floor. Although the house was heated by a furnace, each of the principal rooms and bedrooms had its own fireplace. Marble washstands, with hot and cold running water, as well as spacious closets were a feature of each bedroom. A rear stairway led to the kitchen.

On the third floor there were three large bedrooms for servants, an open central area, 24 by

38, which could serve as a ballroom, and large storage closets. At the rear was a 100-barrel tank to hold cistern water which made a gravity-fed supply for the house's plumbing. Topped with a platform, the tank served double duty during parties as a raised dais for the orchestra!

To house his blooded horses, there was a large carriage house with upstairs storage rooms, fronting on a side street with a drive down to the rear of the house. The era of the trotter and pacer was just opening in Iowa.

Several major changes were made during the house's lifetime: the piazza was extended to make a covered porch across the north side of the house; sleeping porches were added to Mrs. Lettie Montgomery's and General Dodge's bedrooms around 1913; the second bathroom was added. (The bathroom has been removed to restore the space to its original use as a closet, and it is expected that the sleeping porches will come off in due time.)

Biographer J. R. Perkins had this to say about the house in his *Trails, Rails and War*:

Perhaps no house west of the Mississippi River has a social background more interwoven with western railroad history than this old brick mansion with its architecture reminiscent of the decade that followed the Civil War, and its furnishing a page out of the past that is all but forgotten.

GENEVIEVE P. MAUCK

Last Days In Council Bluffs

In 1907, after an active business career in New York, General Dodge gathered up his cherished mementos, his historic papers, his voluminous letter files and returned to the home he had built proudly and happily 37 years before. With him was his daughter, Lettie Montgomery (now separated from her husband) who was to stay with him as his hostess the rest of his life. Mrs. Dodge remained in the luxurious apartment in New York City with her daughter, Anne.

Dodge had made a preliminary trip home the year before for an event close to his heart—the Annual Reunion of the Army of the Tennessee which was scheduled for early November 1906. He had organized the Society himself and in 1892 had succeeded General William Tecumseh Sherman as its president.

Dodge delighted in these reunions with his old battle mates. When the Society had met in Council Bluffs in October of 1894, he is said to have spent \$10,000 entertaining them with a banquet at the Grand Hotel and a reception at his home. His hospitality was almost as lavish for the veterans of southwest Iowa and northwest Missouri when they met in Council Bluffs on September

29, 1882. Forty thousand spectators watched the stirring parade, and the Dodge House was the scene of another great reception.

Now, when he returned in 1907, he left behind him forever the office at No. 11 Broadway, where he had come in contact with some of the most powerful men of his time. There, too, he had played a major role in some of the leading events of his time. It would be difficult to overemphasize his activities in New York City, where, according to Lieutenant Colonel William H. Powell, his counsel was "sought by capitalists and engineers."

Two of the staff assembled by Mrs. Montgomery to prepare the house for the General's return were a young girl who had arrived from Sweden in 1900 — Helga Gustafson — and her sister, Amanda. The latter had worked for the Dodge daughters during intervals when they had occupied the house. Helga, who became Mrs. Martin R. Olson, and two other Swedish employees, Miss Anna Kronquist and her younger sister, Ellen (Mrs. Ed Prasse), are still residents of Council Bluffs in 1966.

In the fall of 1907, according to Mrs. Olson, the General brought all his belongings from New York, including his superb carriage horses. "The family lived very well," Mrs. Olson remembers, keeping a staff of two maids, a cook, a yardman or gardener, a houseman-chauffeur, and a laundress several days a week. "Many is the time

when there would be six people eating in the kitchen and only the General and Mrs. Lettie Montgomery at that big dining table." But usually there were dinner guests, and nearly always friends came in for cards in the evening.

Mrs. Dodge and Anne came for a springtime visit each year in time to see the great hedge of lilacs in bloom at the back of the house as well as the apple orchard at the peak of its splendor. They brought along personal maids to care for their clothing and individual needs.

Each morning of the workday week, General Dodge walked to his office, which was on the top floor of the Council Bluffs Savings Bank building (Baldwin block), the institution he founded. Carrying his simple lunch in a special hamper, he ate at his desk. Promptly at 3 o'clock he descended to the street where his carriage waited to take him back home.

Chronically ill though he was, this "first citizen" of Council Bluffs kept his secretaries busy with letters on the issues of the day that he exchanged with famous politicians, financiers, and railroad magnates down to the most humble foot soldier of his army. Details of management of his vast fortune, now in the millions of dollars, occupied his time.

In addition, Dodge was determined to write his memoirs. No less a personage than President Theodore Roosevelt had written him after a story-

telling session at his home in 1903: "If only you could put down your reminiscences just exactly as you told them the other night, you would have far and away the best book that has been written about the Civil War."

In consequence, Dodge published *How We Built the Union Pacific Railway and Other Railway Papers and Addresses* and *The Battle of Atlanta and Other Campaigns* both in 1910, and *Personal Recollections of Lincoln, Grant and Sherman* in 1914. All three volumes, long out of print, were reissued in 1965 by Sage Books of Denver. Each one adds immeasurably to the lore of those early days, although the reader will search in vain through that matter-of-fact prose for any romanticizing leaven. To the General, facts were facts as he saw them.

A chain of circumstances led to the partial redecoration of the house in 1908. Mrs. Montgomery had suffered a broken wrist, when her carriage overturned in an accident on the Missouri River bridge. During her convalescence she sought diversion in a trip to New York, staying with Mrs. Dodge in the apartment near Grant's Tomb. During her shopping trips, Mrs. Montgomery purchased a new dining room suite with oversized side chairs, an impressive new brass chandelier, and the red "velvet" brocaded wallpaper for the dining room.

Grenville Dodge's last few birthdays were

marked by the outpouring of regard from all over the Nation. Vases filled with roses—one for each year of his life—were sent by the New York Stock Exchange. Other friends and organizations sent floral congratulations until the house bloomed like a garden.

Invitations to a Dodge social dinner were highly prized. His vigorous life had supplied the General with a wealth of anecdotes and he told them vividly. The wine cellar was always well stocked; conviviality ran high.

General Dodge allowed himself the luxury of pampering animal pets after resuming residence in his own house. His constant companion for a time was a dog named "Dick" who accompanied the General often on his walks to the office. "Dick" was not afraid of a fight. If things were going well, the General let him handle his own affairs; if "Dick" was getting the worst of it, the General was ready to join the battle with his cane.

A large gray tomcat was the General's indoor favorite. This pet enjoyed the freedom of his bedroom, perched on top of the dresser. When the master went downstairs, the gray cat rode down regally under the General's arm.

The last few summers, when General Dodge's health was noticeably declining, he and his daughter and various members of the household staff stayed at the large resort hotel at Glenwood Springs, Colorado. One week of each of those

summers was spent in the company of the members of the "Saturday Noon Club" of Council Bluffs, who were invited there en masse as guests of General Dodge. It was a tradition that died with the genial host's death.

Grenville Dodge became ill while at Glenwood Springs in 1915. The Union Pacific sent a private car for him to return to Council Bluffs, holding it on a siding while he rested at home before going on to Rochester, Minnesota, for surgery. His illness was revealed as cancer and a colostomy was performed. From then on a nurse was in constant attendance even though he resumed his routine on a restricted basis when at home again.

An acute seizure of kidney stones a few months later sent him to New York to consult a specialist, with surgery the result. All too soon, his days ran out, and he died in Council Bluffs on January 3, 1916, at the age of 84. The funeral on January 6 was conducted in fitting tribute to the last living army and department commander of the Civil War.

A local news story described the ceremony as follows:

General Grenville M. Dodge was buried at Council Bluffs yesterday as he had desired, with full military honors. The body was carried from the house by six non-commissioned officers of the militia company he sponsored, the Dodge Light Guards, while a military band played "My Country, 'Tis of Thee." The casket was borne to the cemetery upon a gun caisson, drawn by six black

horses in full military harness. His sword and the cocked hat of a major general rested on top of the pall. A horse, fully caparisoned, with the saber at one side of the saddle and reversed boots in the stirrups, followed the gun caisson.

Six hundred members of the U.S. National Guard acted as guard of honor during the procession to Walnut Hill cemetery and at the grave. Three volleys of musketry sounded the requiem salute; trumpeter Joseph Rosenfield blew taps. The body rests in the uniform of a major general. It was lowered into the grave while the guard stood at attention and the band played the Star Spangled Banner.

The funeral was a solemn spectacle said to be the largest ever held in Iowa, not soon to be forgotten by the thousands who watched it. More impressive, however, than all the military honors was the scene in the cemetery when a dozen white and bent veterans, tears dropping from their cheeks, stood about the open grave and sang

*We are going down the valley one by one,
We are going toward the setting of the sun.*

Attending were dozens of distinguished mourners.

Grenville Dodge's will revealed him generous in death as in life and shrewd enough to have engaged the finest New York legal talent to insure that his millions would be disposed exactly as he wished. He established trust funds of \$50,000 each for Norwich University, the Y.M.C.A. in Council Bluffs, and the city itself for relief of Civil War veterans' families and charities. He had already given Norwich a donation which built a residence hall named after him in

1892. His wife and daughters were liberally provided for and the grandchildren in turn.

Twenty-one years after the death of the last grandchild, or in 1984, the estate is to be divided; half will go to the remaining heirs, one-fourth to Norwich and one-fourth to Council Bluffs in trust. The fortune has been carefully handled by the trust department of the Council Bluffs Savings Bank and still amounts to several million dollars.

He authorized publication of his memoirs, setting aside \$5,000 for preparation of the manuscript under direction of the Historical Department of Iowa. The Reverend J. R. Perkins of Council Bluffs became his official biographer in 1929 under the title — *Trails, Rails and War*.

His treasure of Civil War and railroading documents were willed to the Historical Department of Iowa, E. R. Harlan, Curator:

All my army and civil commissions and diplomas and army records, maps, plans, letters, letter-books relating to my profession as a civil engineer and especially those relating to the surveys and explorations of the two overland routes to the Pacific Ocean, the Union Pacific and the Texas Pacific, both of which are of historical interest. Also one copy of the seven typewritten volumes of the compiled and complete records of my life.

His home library collection of books, letters, memoirs, papers, and prints, along with the bookcases housing them, became the property of the Council Bluffs Free Public Library in 1950 when the house was sold.

The final stipulation of the will speaks eloquently for General Dodge's consideration for the dignity of his associates:

As my life has been a busy one and I have engaged in many enterprises and had many military, civil and official positions, and persons in high . . . positions have given me their confidence, there may be in my large correspondence private and other matters that would, if made public, give some person pain; and I therefore direct that not a word or line written to me that would reflect upon any one or give anyone the right to complain, shall ever be published or made public in any way.

Assets of the estate originally included immense tracts of land in various states, Saskatchewan, Canada, and Cuba, and town property in Council Bluffs, Omaha, Washington, D.C., Quanah, Texas, Denver, and Winnipeg. A Cuban railroad and a sugar plantation were included in the estate.

The Texas property included a 13,000-acre ranch sold to John Nance Garner, Vice President under Franklin Roosevelt, in the 1930's. There were almost 17,000 shares of stock in various corporations, 750 bonds, notes, mortgages, and contracts.

A few years ago the bank's trust department was forced to comply with Cuban Premier Castro's Agrarian Reform law which called for breaking up large land holdings. The trustees had to sign over the 1,250-acre sugar cane plantation in the province of Camaguey, in return for "bonds"

which are ostensibly to be paid off at 4-1/2 percent interest in twenty years. The property was reputed to be worth \$60,000 and for years brought an annual income of \$2,000 to the estate.

While General Dodge lay dying of cancer, his wife was ill of the same disease in New York City, where death occurred on September 4, 1916, nine months after her husband's. A beautiful woman of gentleness and spirituality, she had been visited by a recurring dream the few nights before her death. As she described the dream to her daughters, she found herself standing on the edge of a lake, watching as a solemnly impressive angel moved toward her in the prow of a vessel. The angel carried in her arm a pitcher of water which she offered to the spectator. Twice in this dream, Mrs. Dodge related, she refused the Water of Life, but in the third dream she accepted it, drank of it, and felt herself transported by its purity beyond physical life.

To her daughters, Anne and Ella, it seemed only fitting that this vision should be transmuted into a memorial for their mother. The late Daniel Chester French was commissioned to sculpture the angel standing in the boat's prow; he is said to have considered the heroic figure his finest work. Henry Bacon, architect of the Lincoln monument in Washington, D.C., designed the surrounding pool and inscription. Since 1919 the Ruth Anne Dodge memorial fountain, known to many as "The

Black Angel" because the bronze has weathered darkly, is one of Council Bluffs' favorite landmarks. The site at the edge of Fairview Cemetery is now being maintained by the city's park board.

All the members of General Dodge's immediate family except Lettie are buried in a handsome mausoleum on a rise in Walnut Hill Cemetery erected by the daughters.

Accustomed to receiving many honors and high praise during his lifetime, it is safe to say that Dodge would have been highly gratified at his election to the Hall of Great Westerners in 1963 at Oklahoma City "for his contribution to the development of the West." The honor reflected a belated acknowledgment of his sincere belief that the greatest benefit from building railroads lay in the increased value of the land and its resources.

It has been a source of dismay to students of Dodge's achievements that his name has not been accorded the national recognition it would seem to deserve. The truth must be that he stood a little too deeply in the shadow of the great men with whom he associated. Because his function was to assist more meteoric careers in a practical way, he somehow never caught the popular imagination to win a reputation greater than his worth. But he was a practical man who lived by his principles, and he was obviously content to receive credit for his accomplishments and no more.

GENEVIEVE P. MAUCK

As Others Viewed Him

A half century has passed since General Grenville Mellen Dodge died and was buried in his hometown — Council Bluffs. The commanding position that this giant in Iowa history won during his lifetime has not dimmed with the passing of the years—indeed, time has only added luster to the record Dodge carved out in the obelisk of fame.

As a Civil War soldier, Dodge had few equals. "He is an able officer," Grant wrote Sherman, "one whom you can rely upon in an emergency." Sherman himself was high in his praise: "General Dodge is one of the Generals who actually fought throughout the Civil War with great honor and great skill, commanding a regiment, a brigade, division, and finally a corps d'armee, the highest rank command to which any officer can attain."

This same opinion of Dodge was shared by many Iowans. Samuel Jordan Kirkwood, Iowa's beloved Civil War Governor, wrote: "General Dodge is one of the very best military men from this State. He is emphatically a fighting man. There is not a more gallant soldier in the army, nor one more worthy or capable."

James W. Grimes was equally enthusiastic. "There are very few officers the equal, and none

the superior, of General G. M. Dodge." Judge John F. Dillon was lavish in his praise. "No officer in the service from Iowa," Dillon declared, "has acquired more just and deserved distinction; no one has been more faithful, and I may and should add, more useful and efficient . . . his great experience, his sleepless vigilance, his unconquerable energy, and, above all, his solid judgment and great practical talents."

The work of Grenville Dodge as an engineer became legendary during the Civil War; it was equally legendary in the construction of the Union Pacific. The completion of this gigantic feat brought recognition to Dodge as the "most conspicuous engineer in the world." From that day on, captains of industry and captains of finance beat a path to Grenville Dodge's door, seeking his counsel and assistance.

When Dodge took up his residence in New York City, he became one of its outstanding citizens, being present at many social functions. Thus, when Grant's Tomb was dedicated on April 27, 1897, it was Grenville Dodge who served as Grand Marshal and led the giant parade. And when the need was felt for an Iowa Society of New York, it was Grenville Dodge who started the Society and served as its first president. That Iowa was well represented in New York City is attested by the officers of the Iowa Society in 1908 on the occasion of its Third Annual Ban-

Iowa Society of New York

Officers

President	-	-	-	-	GRENVILLE M. DODGE
First Vice-President	-	-	-	-	JAMES S. CLARKSON
Second Vice-President	-	-	-	-	JOHN F. DILLON
Third Vice-President	-	-	-	-	WILLIAM T. HORNADAY
Secretary	-	-	-	-	COKER F. CLARKSON
Treasurer	-	-	-	-	WILLIAM R. HUNTINGTON
Historian	-	-	-	-	CARL SNYDER
Chaplain	-	-	-	-	REV. NEWELL DWIGHT HILLIS

Trustees

James S. Clarkson	E. A. Stedman	Samuel Strauss
George F. Brownell	William C. Brown	William C. Beer
James F. Peavey	H. L. Swords	George F. Parker

Entertainment Committee

<i>Edward Owings Towne, Chairman</i>		
C. Arthur Dunlavy	H. D. Tichenor	James S. Bartle
John A. Drake	M. Brett Page	Frank W. Smith
E. A. Stedman	John F. Murray	Webster Bishop

Membership Committee

<i>George F. Parker, Chairman</i>		
James F. Peavey	Wm. R. Huntington	H. A. Bennett
Allan Dawson	George F. Brownell	William S. Howell
Orlando H. Manning	Eben H. Moore	Harry H. Cooley

Reception Committee

<i>H. L. Swords, Chairman</i>		
W. E. Crosby	Frank L. Underwood	Walter Goan
John T. Granger	John A. McElroy	Isaac Riegelman
George M. Whicher	John W. Miller	H. A. Bennett
J. W. Vandermast	Eben H. Moore	C. H. Winnie
William B. Douglas	Frank S. Pusey	Carl Snyder
John F. Dobbs	H. E. Plummer	Herman Russell
	W. Frank Persons	

Toasts

1. "The President"

2. "Iowa"

Response by Hon. ALBERT B. CUMMINS, Governor of Iowa

3. Address

By Hon. CHAS. E. HUGHES, Governor of New York

4. "The Ideal Farming Community"

Response by Hon. J. P. DOLLIVER, United States Senator

5. "Iowa's Contribution to our National Jurisprudence"

Response by Hon. JOHN F. DILLON

6. "The Birth of a Race"

Response by Hon. FRANK O. LOWDEN, Member of Congress

7. "Iowa, Her Influence"

Response by Hon. J. B. SULLIVAN

quet. The list of officers of the Society reads like a Who's Who of Hawkeye Greats; and the toasts given, coupled with the address by the "Hon. Chas. E. Hughes, Governor of New York," speaks volumes of the caliber of the men gathered around Grenville M. Dodge in the Empire State.

As a soldier, as an engineer, as a capitalist, as a philanthropist, Grenville Dodge brought fame to Iowa as well as to the Nation. His home in Council Bluffs stands as a monument to his memory.

WILLIAM J. PETERSEN

Clubs, Fraternal, Military, Honorary

Vice President, Grant Monument Association

President, Society of the Army of the Tennessee,
1892-1916

President, Grant Birthday Association, 1890-

Member, Lincoln Post, G.A.R.

Member, Union Veteran League of Council Bluffs

Commander-in-Chief, Loyal Legion, 1907-1916

Honorary Member, Union League Club of New
York City

Member, United Service Club, Coney Island Jockey
Club, Boston Club of New Orleans, Republican
Club and the Army and Navy Club of New York
City, Military Service Institution, Commercial
Club of Council Bluffs, I.O.O.F., and B.P.O.E.

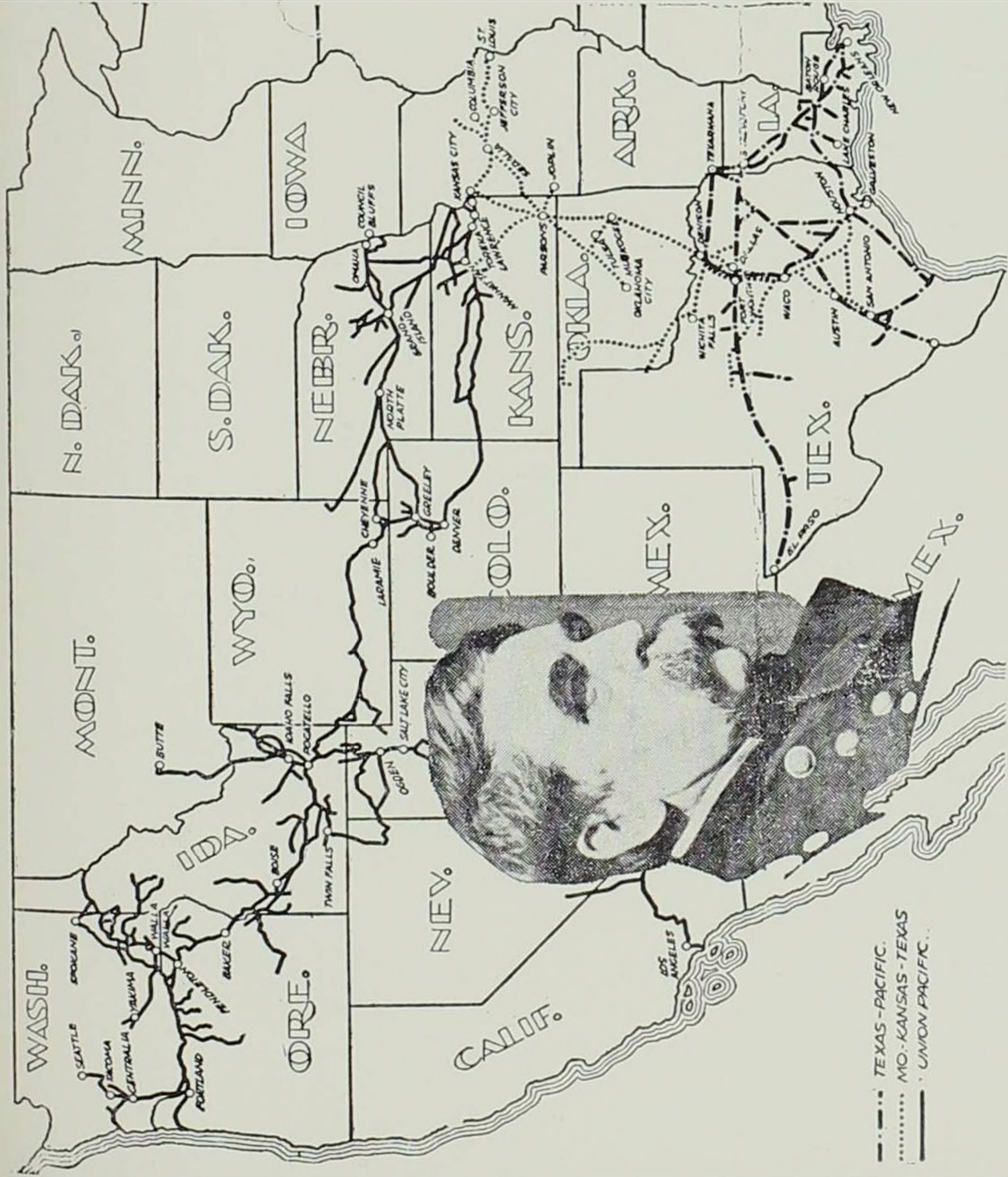
State Historical Society of Iowa—Iowa City

State Historical Society of Missouri—Columbia

Nebraska Historical Society—Lincoln

Trustee, Norwich University, 1882-1916

GENERAL DODGE AND HIS RAILROADS



PRESIDENT, RAILROAD
IMPROVEMENT CO.

Pacific, 1880

American, 1880

International, 1880

PRESIDENT, RAILROAD
CONSTRUCTION CO.

Colorado, 1881

Oriental, 1882

Colorado & Texas, 1887

California & Texas, (Chief Eng.)
1870

RAILROADS

President

Missouri, Kansas & Texas, 1869-97

St. Louis, Des Moines & Northern,
1884-90

Mexican & Southern, 1885

Vice President

Abilene & Southern, 1909-1911

Mexican & Southern, 1882

Director

Union Pacific, 1869-97

Des Moines Union, 1884-92

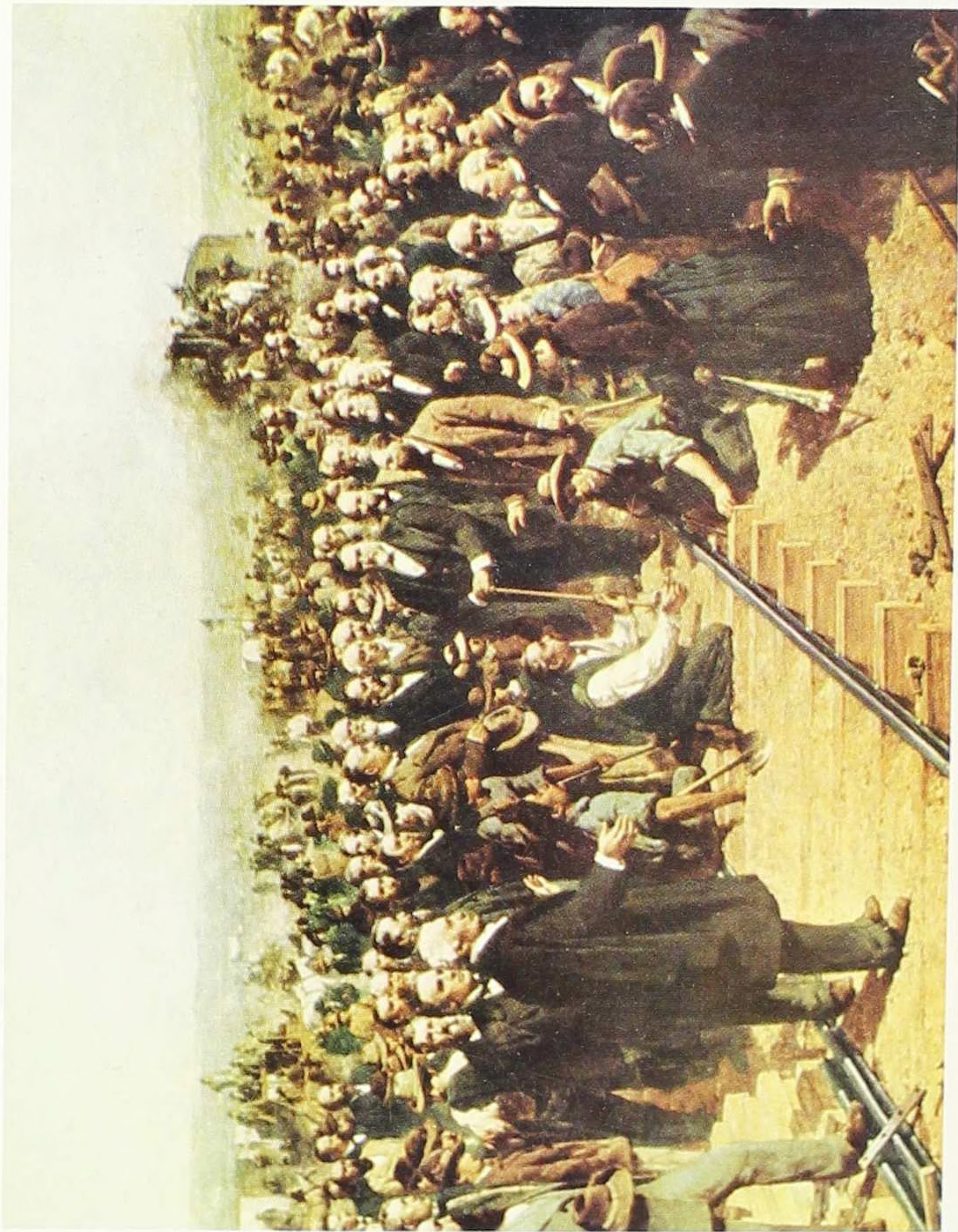
Denver, Texas & Fort Worth,
1889-90

Des Moines & Northern, 1890-92

Wichita Valley, 1891-1909

Union Pacific, Denver & Gulf,
1891-92

Colorado & Southern (Board Chair-
man)



U. S. GEOLOGICAL SURVEY PHOTOGRAPHIC SERVICE

Driving the last spike at Promontory Point on May 10, 1869.