

**MAJOR GENERAL
GRENVILLE M. DODGE
(1831-1916) MAKER OF
HISTORY IN THE GREAT WEST**

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Major General Grenville M. Dodge (1831-1916) Maker of History in the Great West by George F. Ashby

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Grenville M. Dodge
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*Maker of History
in the Great West*

GEORGE F. ASHBY



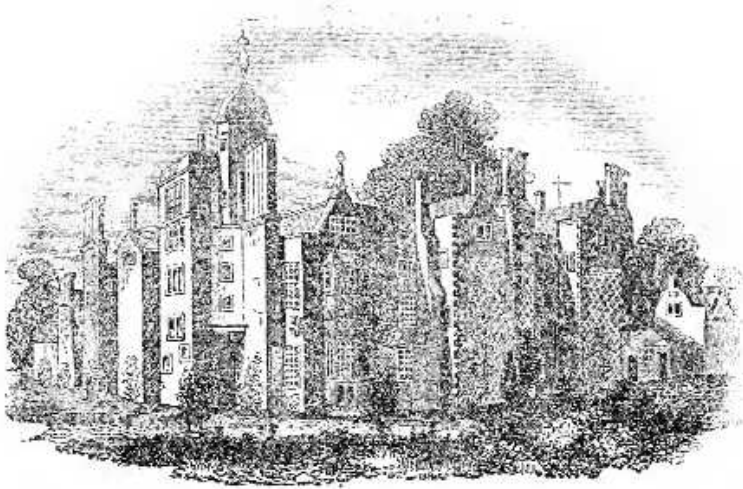
"Were American Newcomen to do naught else, our work is well done if we succeed in sharing with America a strengthened inspiration to continue the struggle towards a nobler Civilization— through wider knowledge and understanding of the hopes, ambitions, and deeds of leaders in the past who have upheld Civilization's material progress. As we look backward, let us look forward."

—CHARLES PENROSE
*Senior Vice-President for North America
The Newcomen Society of England*

This statement, crystallizing a broad purpose of the Society, was first read at the Newcomen Meeting at New York World's Fair on August 5, 1939, when American Newcomen were guests of The British Government

"Actorum Memores simul affectamus Agenda"

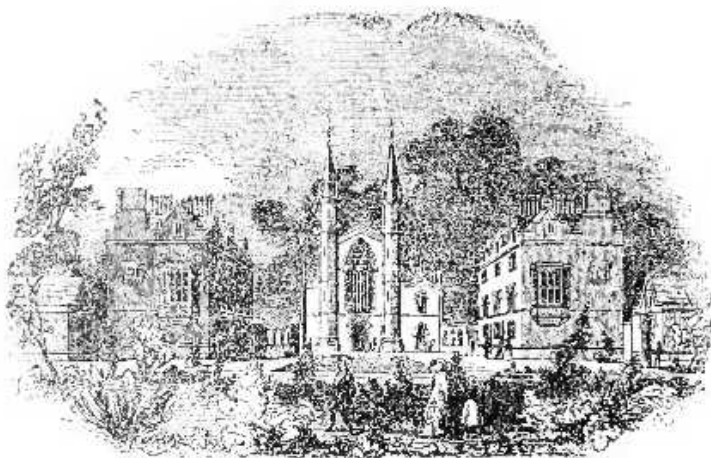
MAJOR GENERAL GRENVILLE M. DODGE (1831-1916)
Maker of History in the Great West



“Thinking of General Dodge, we think of the Engineer and Builder; and it is as such that his name indelibly is written in the history of the Great West. The engineering achievement which gives his name its most prominent place was *the location and projection of the Union Pacific Railroad*, completed in May, 1869.”

—GEORGE F. ASHBY





“At the age of twenty, Dodge left Norwich University in Vermont, a military college of heritage, as a civil and military engineer; and thereupon moved to the State of Illinois, with his first employment as an axman in an engineering party on the Illinois Central Railroad.”

—GEORGE F. ASHBY

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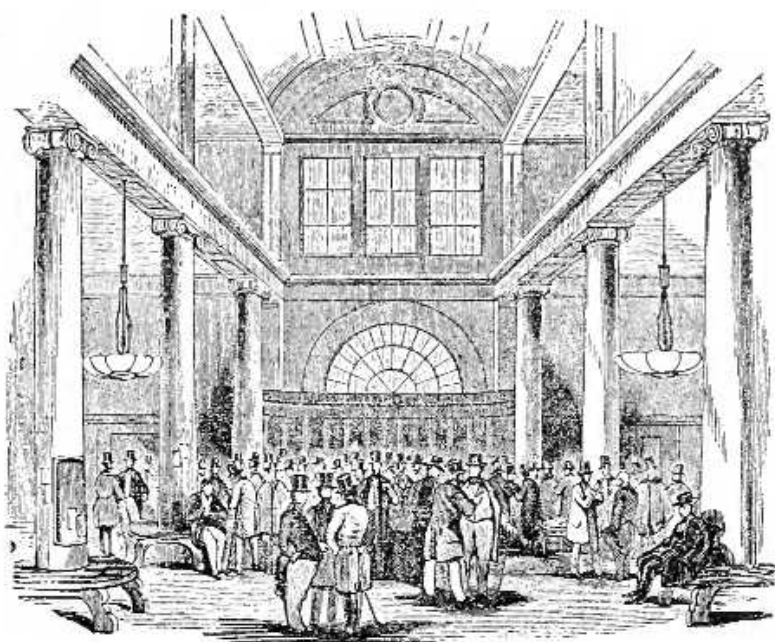
*Maker of History
in the Great West*

GEORGE F. ASHBY

MEMBER OF THE NEWCOMEN SOCIETY
PRESIDENT
UNION PACIFIC RAILROAD COMPANY
OMAHA

THE NEWCOMEN SOCIETY OF ENGLAND
AMERICAN BRANCH NEW YORK

1947



“Clearly, Major General Grenville M. Dodge must rank high with the men *who made this Nation*. What he did, at the time he did it, was to further an enterprise which would serve the Nation as a *binding tie* between the East and the West. What he did, as the lapse of just a few years proved, was this and more! It was to civilize and people the great domain west of the Missouri River and to bring the West into a parity of importance with the East.”

—GEORGE F. ASHBY



Biographical Sketch of The Author



In October 1866, America witnessed a long-distance railroad excursion "the like of which never had been projected in this, or any other country!" Invitations were extended to the President of the United States and members of his Cabinet, to all members of Congress, Foreign Ministers, military and naval commanders, and to the principal railroad men and leading capitalists throughout the country, "to join in a grand excursion from New York City to the one-hundredth meridian, in the Great Platte Valley, a distance of about 1700 miles, and more than half way across the continent. The different lines of connecting railroads, steamboats, and stages between New York and Omaha, were placed at disposal of the Union Pacific Railroad. The party, consisting of about 100 persons, left New York on Monday evening, October 15th, by way of the New Jersey, and Pennsylvania Central Railroads, to Pittsburgh; and the Pittsburgh, Fort Wayne and Chicago Railroad to Chicago, where they arrived in high spirits on the following Wednesday evening. Accompanied by the Great Western Light Guard Band, the party started from Chicago on Thursday morning, by way of the Chicago-Burlington and Quincy, and the Hannibal and Saint Joseph Railroads, and arrived at St. Joseph on the following Friday evening. For the journey of 250 miles to Omaha, two of the largest class Missouri River packets—the 'Denver,' Captain Waddell, and the 'Colorado,' Captain Hooper—with an additional band of music on board, were in readiness. With bands playing and colors flying, the travellers steamed up the great Missouri River, which, for many hundred miles of its turbid, snaggy, barry, winding course, forms the western boundary of the Atlantic portion of the United States." The foregoing extract was written in February 1867, just 80 years ago. The great excursion was planned in order that a record-breaking progress of railroad construction made by GENERAL G. M. DODGE "should not only be suitably advertised to the world, but satisfactorily verified by the proper officers of the Government, and members of Congress." Today, none better could