



SHEPHERD

1852 SEVENTY YEARS 1922
OF SERVICE



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OUR POLICY

THE elements involved in the satisfactory and successful operation of this property and the principles which should govern are too varied and numerous to be remembered by all at all times. Everybody can remember two. For that reason two brief principles only are announced as stating the policy of this Company:

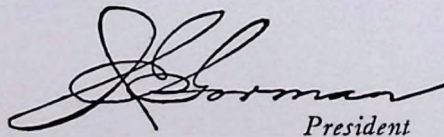
(1) Every employee is entitled to and must be given by his superior the utmost fairness and consideration.

(2) Every patron of the railway is entitled to and must be given a dollar's worth of courteous, intelligent, prompt and efficient service for every dollar he pays the Company.

Every officer and employee of the Company is urged to keep these two principles constantly in mind, and their adoption and observance are insisted upon.

In the celebration of our Seventieth Anniversary, which commemorates the achievements of those who have passed on and marks our reconsecration to Public Service, we adopt as our motto—

“SERVICE—A Square Deal for Every
Employee and Patron of the Company.”



J. L. Horman
President

FOREWORD

IN the constant passage of events beyond that point where Time has ever stood and make record of their going, we, at times, are prone to gaze backward to re-visualize the pathway over which we have come.

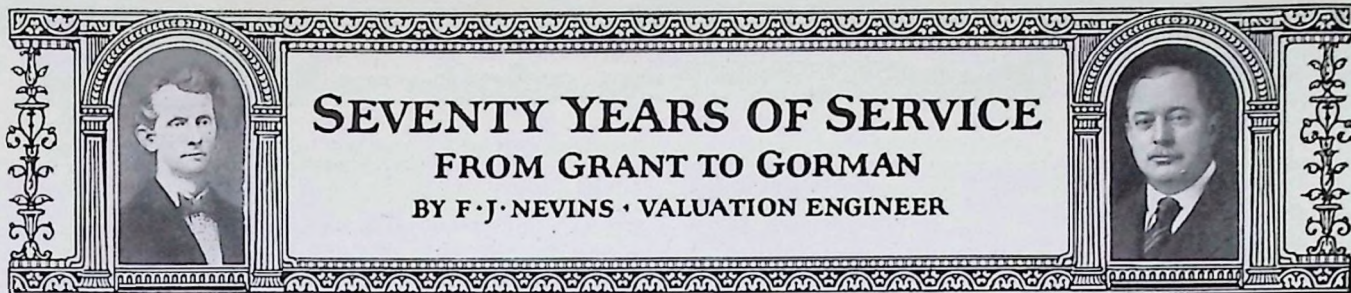
That point where Discouragement walked beside us, is easily discerned; that swollen river, where, in the crossing, Fear was our companion, seems but a placid stream. That darkened valley where Doubt deterred our step, has merged into the sunlit vista of Courage, which surrounds us. And, with this halo about us, we continue forward with lasting strength, to take up that service which the unfathomable Future—where history is made and Time records—holds for our coming.

The ROCK ISLAND, on its Seventieth Anniversary, has just looked backward. Its viewing is herein recorded, so that those who read, may feel akin to that cause of Service, which, along this true pathway of seventy years, this great railroad has continually performed.



"To the westward, the setting sun streamed upward behind the high hills which formed a background to the village of Davenport."

J. C. W. 1844



IT was evening of a day in June—the year 1845—that several men walked up the rugged path leading from the Mississippi river landing on Rock Island to Colonel Davenport's home. To their right, through the shadows, could be seen the outline of Fort Armstrong, built during the year 1816 by Colonel Mason, U. S. A., and known as the "Guardian of the Mississippi," owing to its advantageous location on the southern end of the island.

To the westward, the setting sun streamed upward behind the high hills which formed a background to the village of Davenport. Through the trees to the east could be seen the town of Rock Island, formerly known as Farnhamsburg, jutting outward into the river as if attempting to combine the people of this Illinois town with those of its sister village in the Territory of Iowa.

To the northeastward the buildings within the town of Moline, Illinois, reflected the warm glow of the receding light.

Several guests had arrived apparently in advance of the late comers, because, on the broad porch of the Davenport home, there stood a group of five or six men looking expectantly toward the landing below.

The very atmosphere on the edge of that little-known wonderland beyond the Mississippi seemed charged with activity, and these pioneers of the great West appeared impressed beyond their usual calm. From the East had come the ever-growing knowledge of phenomenal development, while the constantly moving and growing caravan of homeseekers flowing westward through Muscatine—the busy town twenty-seven miles down the river—as well as through their own villages, bespoke the ultimate budding forth of a land that would, sooner or later, be overpowering in its might. These men, these pioneers here assembled, revealed in face and action the privations and anxieties of their past. Toil, danger, massacre, all had been more or less their lot. Pleasure, as measured from our standard, was foreign to them, yet theirs was a full life because it possessed the encouragement of accomplishment. These pioneers wasted little time in propagating movements for the uplift of their neighbor. Such dreams as, mayhap, came to them were those of better cultivated fields and better modes of travel.

Among those present were Judge James Grant, Ebenezer Cook and A. C. Fulton, who, together, had crossed over the river from Davenport; Lemuel Andrews and P. A. Whittaker, who had just landed from Rock Island, bringing with them Mr. N. D. Elwood of

History? What is history?
Noah Webster says history is "A systematic account of events. . . . a true story as distinguished from a romance. . . . a narrative; a description."
Perhaps, then, it is not history which is herein written; because, the romance which seems to have ever attended the birth, development and fruition of this great railroad system—The Rock Island—has continually thrust its entertainment into the progress of these lines.
Carlyle has said, "Histories are as perfect as the historian is wise and is gifted with an eye and a soul."

Let us review the hardships, the privations, the indomitable courage that must have ever attended upon those who first visioned this wonderful thing—a railroad—and after dreaming a portion of their dream of cities, created where the buffalo roamed at will; universities, where the Indian's tepee broke the twilight line; of a mother's home, where the elk and deer were wont to hide their young; and, with them, take all this into a day awakened by the unlimited spread of God's sunlight over the waving grass and flowers of that unexplored world beyond the shores of Lake Michigan and the Mississippi; sense with them the smell of virgin-turned sod as they commenced the crystallizing of their dream, and then, let's not say that history is void of romance.

This story is, therefore, given to you in keeping with the foregoing, and while everything herein is fact, yet, the romancing of accomplishment must necessarily linger over each page.

—The Author.

far-away Joliet, Charles Atkinson from Moline and Richard P. Morgan, a civil engineer and one having a reputation for railroad location.

Colonel Davenport, clear of eye, and—customary with the day—long of hair, pressed upon all the hospitality of his commodious home.

JUDGE GRANT SPEAKS.

Judge Grant, a commanding figure among these pioneers, stood silent for a moment after the usual greetings, his eyes turned westward toward the Iowa shore. He recalled, perhaps, the ravages of the Black Hawk war and its culmination a few years before. He visioned the vast expanse of virgin land stretching Pacificward before him, a land wherein the Indian yet lived in supreme possession, and where the buffalo and wild horse roamed at will. His eye caught the movement of Antoine LaClaire's ferry boat as it put away from the landing at Davenport in its crossing to the village of Rock Island. He momentarily noted the lazy progress of a steamboat moving up the river from the South—evidently the "Colonel Morgan" of the St. Louis-St. Paul packet line, judging from its fluted stacks and stripping thereon. Finally, he turned to those about him:

"The time is here, gentlemen, when someone must open the gateway to that western empire," he said, waving his hand toward the darkening horizon. "It falls to our lot to forge an important link in the great chain across the continent and we have every motive of pecuniary advantage and obligation of duty to ourselves and our country to stimulate us to the successful completion of a work which, when having become an actuality, will bring peace and prosperity to many."

He paused to unfold a copy of the Chicago Daily Journal bearing date of June 4, 1845, the front page of which was framed in advertising matter.

"Look, gentlemen," he resumed, as he handed the sheet to Mr. Cook, "here are various railroads whose advertising tells us that their dreams have become actualities. Here is the Indianapolis & Cincinnati Short Line Railroad, the Michigan Central or Canada broad gauge railroad. Here, it is stated that the Cleveland and Pittsburgh Railroad is nearly completed."

He paused as the newspaper was eagerly scrutinized.

"These railroads," he continued, "that are projecting their lines across the continent from the East, are even now looking for an outlet to this vast waterway before us. Faster travel will be needed than that now offered by the Illinois and



"Walked up to Colonel Davenport's home."

Michigan Canal and the Illinois River. The increasing population will demand it."

Before this calm declaration, the men stood silent as each hurriedly recalled the fact that in 1837 the State of Illinois made a provision, by appropriating \$10,050,000 (not in the treasury), to construct a network of railways between different



"Colonel Davenport pressed upon all his hospitality."

points within its borders—a total projected mileage of 1,341 miles. Bonds were sold in excess of five million dollars and script issued to contractors for more than nine hundred thousand dollars. They recalled the short line of railroad which resulted from this vast expenditure—a line between Springfield and Meredosia—and which was operated at a loss for a short period before its total collapse.

Then spoke Mr. Whittaker: "Your words are true, Judge Grant, and regardless of our sad experience in the past, here in Illinois, we must fall in line with this march of progress to the Mississippi, and, who can tell, possibly beyond."

THE BEST LOCATION.

Not a dissenting voice was apparent, particularly when Colonel Morgan stated, in no doubtful terms: "It is the best location for the proposed National thoroughfare across this great continent which can be found between Lake Michigan and the Mississippi or *anywhere else*. The advantages of connecting the railway with the navigation of the Illinois River, and thus obtaining an unobstructed railway and steamboat line to St. Louis and New Orleans, are sufficiently obvious. The short western section to connect the Illinois with the upper Mississippi is also of high importance, and offers advantages sufficient to justify the execution of that section without delay." In a final burst of enthusiasm, he exclaimed, "Taking the whole of this line from the village of Rock Island, on the Mississippi, to the City of New York, its peer cannot be found in the United States, nor, as it seems to me, anywhere in the world."

Mr. Cook forcefully recalled the words of the Hon. William C. Redfield of New York, who, perhaps, had traveled more extensively through the wilderness along the Western frontier than anyone else. In 1823 he had marked out a route for a line of railway, and in 1828 published the result of his explorations, entitled, "A Sketch of the Geographic Route of a Great Railway between the Atlantic States and the Great Valley of the Mississippi." "It is believed to furnish," he stated, "the most practical passage from the Atlantic to the Western States

that can be found between the Erie Canal and the State of Georgia."

The evening passed in prophetic discussion of a project, which, in after years, was to give unlimited aid in the birth of an empire whose ultimate worth is, as yet, inadequately known or appraised.

The early morning saw those who claimed Illinois as their home, on the way to their capitol city, Springfield, for the purpose of putting in motion the movement toward securing proper charter rights for the "Rock Island and La Salle Railroad Company," little thinking that within a few weeks (on the afternoon of July 4th) their genial host, Colonel Davenport, would have been murdered within this very home by assassins—the "Banditti of the Prairie."

Twenty months were to elapse, however, months spent in discussion and political considerations, before this memorable meeting became fruitful.

INCORPORATED IN 1847.

By Special Act of the Illinois Legislature, approved February 27, 1847, this railroad was incorporated with authority, as detailed in the Charter, to construct a line of railroad "from the termination of the Illinois and Michigan Canal" at La Salle, to Rock Island on the Mississippi River, the capital stock being fixed at \$300,000.00.

The responsibility of selling the shares of the Corporation was assumed by a commission composed of Messrs. Joseph Knox, F. R. Brunot, N. B. Buford, Wm. Vandever and Nathaniel Belcher, of Rock Island County; Joshua Harper and James G. Bolmer of Henry County; Cyrus Bruant, John Stevens and R. T. Templeton of Bureau County; and John V. Horr and Wm. H. W. Gushman of La Salle County, all within the State of Illinois, and the subscription books opened during February, 1848.

Strenuous days followed. It was found to be a difficult matter to interest capital in so uncertain a project as a railroad and, particularly, one having none but waterway connections at either terminal.

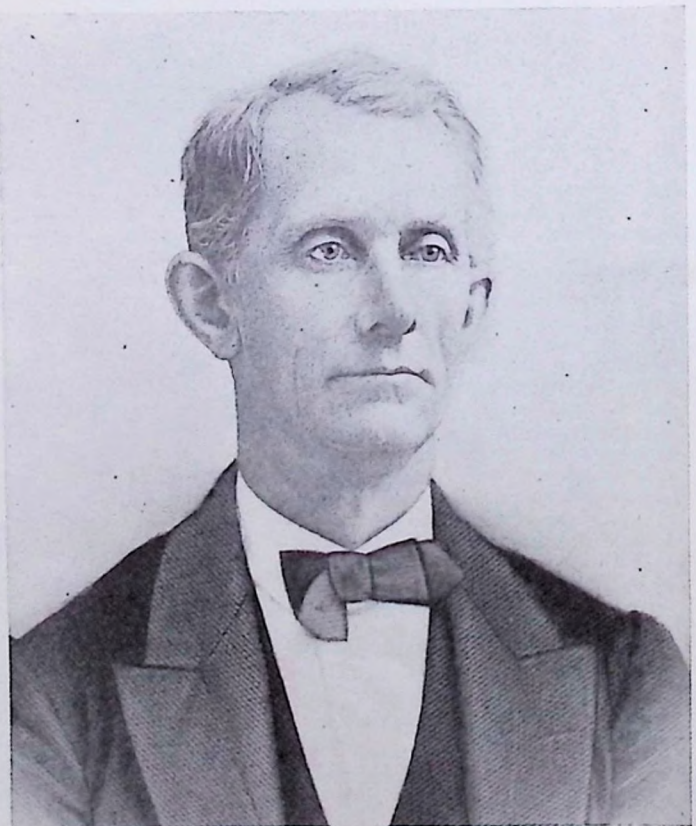
Those whom we have met at Colonel Davenport's home, and their friends, however, were not delinquent in their duties regarding organization procedure, for they met at Rock Island early in 1848 and elected Directors and Officers in turn, as follows:

President—James Grant (of Iowa).

Treasurer—A. K. Philleo.

Secretary—N. B. Buford.

Directors—James Grant, Ebenezer Cook, N. B. Buford, J. N.



"Judge Grant, a commanding figure among these pioneers."

Allen, M. B. Osborne, Charles Atkinson, John Stevens, Justis Stevens, L. D. Brewster and Lemuel Andrews.

Mr. Wm. Bailey was the Directors' first nominee for Treasurer, but resigned later. Mr. Philleo had previously been appointed by the Commissioners to receive subscriptions. Mr. Churchill Coffing served as Treasurer from April through December, 1851. In the absence of any legal department, Mr. Buford furnished the legal counsel needed.

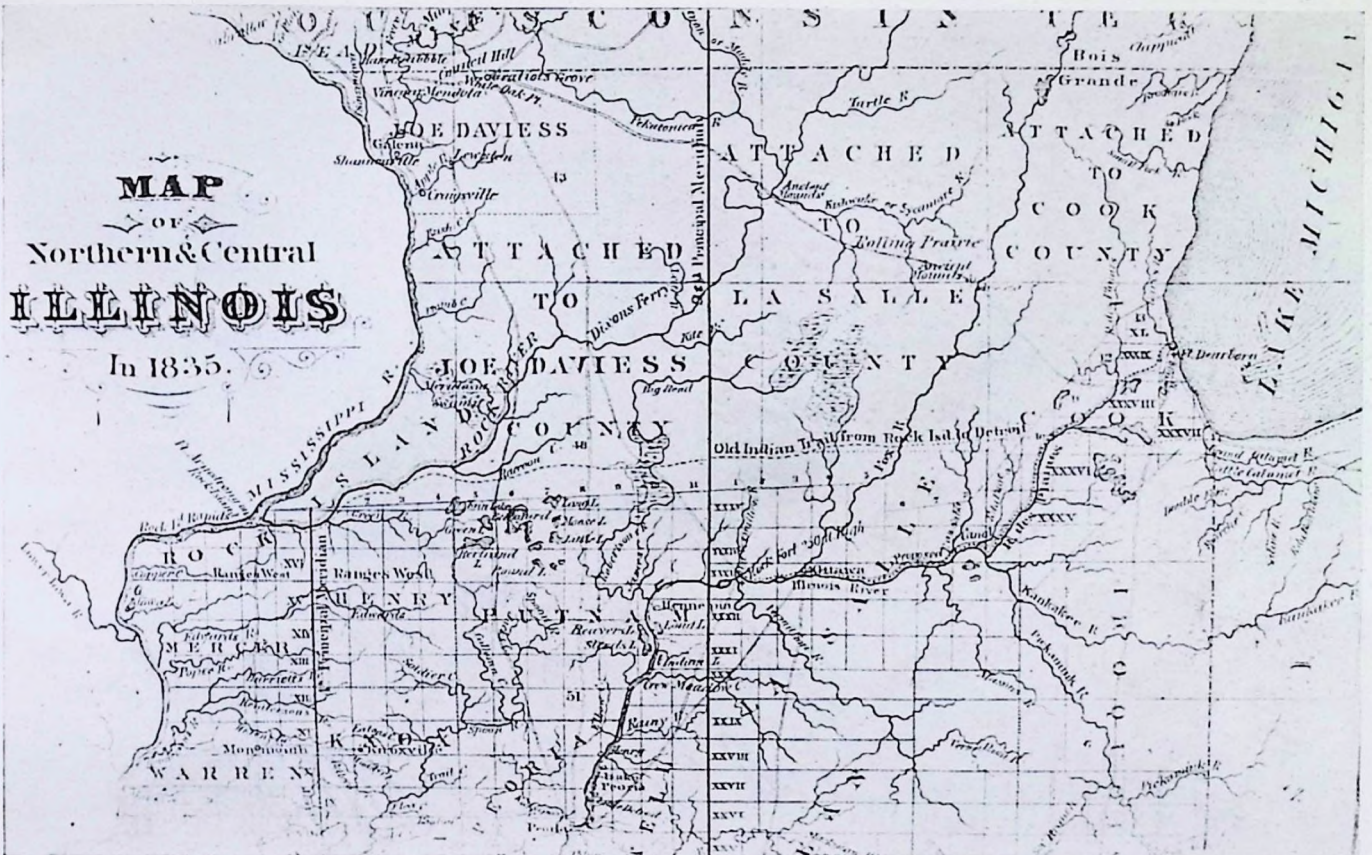
Mr. Richard P. Morgan was chosen as the Chief Engineer, and he shortly entered the field to complete a preliminary survey of the line between Rock Island and Peru.

The sale of the stock of the Rock Island and La Salle Railroad progressed very slowly—\$50,400 being pledged in Bureau

and inspect the proposed new line. This Mr. Sheffield promptly did, and placed his approval on the entire plan.

The discovery of gold in California, January 24, 1848, when James W. Marshall picked up from under his shoe the first gold nugget at Sutter's ford, had electrified the world. All eyes were turned across the valley of the Mississippi to that "truly golden land beyond," and from all points they came—the rich, the poor, the good and the bad.

Like a dreamer suddenly awakened to actualities, the promoters of the Rock Island and La Salle Railroad felt the potential call, and forthwith the Board of Directors held their first session at Rock Island on November 27, 1850, petitioned the United States Congress for right-of-way and applied to the



Route of Mr. Farnam's "horse back" reconnaissance.

County, \$20,000 in Henry, \$25,000 in La Salle and \$75,800 in Rock Island counties; \$128,300, or practically all of the remainder was subsequently purchased by residents of Scott County, Iowa, of which Davenport is the county seat.

The various meetings and periods of discussion held on the part of Judge Grant and his colleagues, failed to inaugurate any concerted plan of actual construction, and early in the year 1850 open dissension was expressed by some of the towns that long ere this had anticipated the coming of the railroad.

HENRY FARNAM ARRIVES.

It was about this time that Mr. Henry Farnam of New Haven, Conn., and who had had considerable experience in railroad construction in the East, came to Chicago.

While his main interest at that time was the proposed construction of the Galena and Chicago Union, he possessed a slight knowledge of the La Salle line.

As a guest of William B. Ogden, Chicago's original mayor, and who, from the first, was always deeply interested in railroad development of the West and Southwest, Mr. Farnam was cared for in the former's home at Rush and Ontario streets. It was here that Judge Grant, together with Charles Atkinson of Moline, P. A. Whittaker of Rock Island, N. D. Elwood of Joliet, and Isaac Cook of Chicago, met Mr. Farnam and succeeded in having him make a "horse back" survey of the line from Chicago to Rock Island, working over the partially located line established by Chief Engineer R. P. Morgan.

The wonderful advantages of the entire line so impressed Mr. Farnam that he prevailed on Mr. Joseph E. Sheffield, a man of wealth and a sincere friend of the former, to come to Chicago

Illinois Legislature for an amendment to their charter, authorizing a change in title and rights to build through to Chicago.

The Legislature of Iowa was also memorialized with a view to building a depot in Davenport, and with the right to transport their own passengers and freight across the Mississippi.

NEW COMPANY ORGANIZED.

The bill introduced by Senator Reddick, to extend the Rock Island and La Salle Railroad, passed both houses of the Illinois Legislature on January 27, 1851, and February 7th found the railroad company in possession of its amended charter, authorizing the extension of the road from Peru to Chicago, through Ottawa and Joliet; also a change in the corporate title to "The Chicago and Rock Island Railroad Company," together with an increase in capital stock from \$300,000 to "any sum of money deemed necessary to construct the road," but not exceeding three million dollars.

This right of extension into Chicago contained a remarkable provision and one which, except for the indomitable courage of these railroad pioneers, would have delayed the railroad link between Chicago and the Mississippi for some time to come.

The railroad company must pay to the Board of Trustees of the Illinois and Michigan Canal, for all property—except live stock—which could be carried on the canal, but actually transported over the railroad, between places on the railroad east of a point twenty miles west of La Salle, tolls equal to the rates charged by the canal for transporting such property.

This would have had an effect of precluding any haul by the railroad of commodities other than live stock, during the season of canal navigation.

Inasmuch, however, as this act carried with it free right-of-

way provisions for the railroad against the canal, the question finally cleared to an extent where condemnation proceedings were inaugurated to secure right-of-way over the canal and over other lands, to the end that, on September 17, 1851, a contract was entered into with Messrs. Farnam and Sheffield of New Haven, Conn., which permitted commencement of actual construction work October 1, 1851.



"And which dinner was served in the original Le Claire House."

This contract provided for building and equipping the road at a stipulated amount aggregating \$3,987,668. It embraced, also, eight miles of side track at various points, and included specifically, a brick passenger and car house at Chicago, a freight house and "500 feet of docking on the river." A "wood house" 250 feet long, for holding engine fuel, was also specified, and two brick machine shop buildings.

THE TREMONT MEETING.

On December 22, 1851, another memorable meeting, that of the stockholders of the newly incorporated railroad, was held in Chicago at the historic old Tremont House, located at the northwest corner of Dearborn and South Water streets, at which time Judge Grant, realizing the legislative responsibilities then devolving upon him, declined re-election to the Presidency and John B. Jervis of New York was accordingly elected as his successor.

The personnel of the Officers and Board of Directors at this juncture was:

President—John B. Jervis.
Vice-President—James Grant.
Secretary—N. D. Elwood.
Treasurer—Azariah C. Flagg.
Assistant Treasurer—Isaac Cook.
Chief Engineer—William Jervis.
Directors—John B. Jervis, New York; James Grant, Davenport, Iowa; Elisha C. Litchfield, Detroit; John Stryker, New

York; Isaac Cook, Chicago; George Bliss, Springfield, Mass.; N. D. Elwood, Joliet; T. D. Brewster, Peru; John Stevens, Indianatown; Charles Atkinson, Moline; P. A. Whittaker, Rock Island; Ebenezer Cook, Davenport, and Lemuel Andrews, Rock Island.

These activities on part of the people of Illinois toward providing railroad facilities in their State, could have but one effect upon the people of Iowa. Statehood with them had become a fact during 1846, and the increasing advantages developing in Illinois made railroad construction a paramount subject of discussion.

At a dinner given in Davenport, September 4, 1852, to the visiting President of The Chicago and Rock Island Railroad—Mr. John B. Jervis—and which dinner was served in the original Le Claire House, then at Second street, between Brady and Main, the question of actual organization of the first railroad in the new State of Iowa was broadly and satisfactorily discussed.

Mr. Hiram Price, that great Iowan who gave so freely of his time, influence and wealth, to the railroad cause in his State, presided.

"The banquet," as afterward described by one present, "was sumptuous to a delightful degree and was fashioned around roast shoulders of buffalo and venison, flanked with grilled prairie chicken and wild turkey." The Davenport Gazette, in its following weekly edition stated, "Among those present were Messrs. William B. Ogden, Henry Farnam, Joseph E. Sheffield and Norman B. Judd, all of Chicago; Thomas M. Isett from Muscatine, and Ebenezer Cook, John P. Cook, Judge James Grant and Antoine Le Claire, of Davenport."

ANTOINE LE CLAIRE.

What a wealth of romance springs to mind at mention of the latter name! In Antoine Le Claire the various people of this great State were symbolized. He was an Indian—his mother the granddaughter of a Pottawattomie Chief, and his father a Canadian Frenchman—master of fourteen Indian languages, educated by the United States Government and spokesman for Black Hawk, who trusted him beyond measure. In name and by ancestry a French Canadian, a fur trader, representative of that race that had explored the rivers of the vast Mississippi Valley. And, he was an American pioneer, the founder of the town of Davenport, which he had named for his friend, the martyred Colonel Davenport of the "Island." He was the first Postmaster of the City of his originating. As an Indian, he turned the first soil of his ancestors' beloved hunting ground for the passage of the ROCK ISLAND RAILROAD: the first depot in Iowa was that home at Davenport which he had pledged his friend—the great Chief Keokuk—to build for his bride, Mademoiselle Marguerite Le Page, granddaughter of Acoqua, a Sac Chief, and in which they lived for years before the coming of the railroad. This house still stands in Davenport. The first ferry boat to ply the waters of the Mississippi between the two villages was of his creating. The first locomotive that ever turned a wheel in the State of Iowa bore his name.

It was this man, Antoine Le Claire, who, in his after-dinner speech, brought forth the fact that "Iowa's population now exceeds two hundred thousand souls." And, further, "We of Iowa have granted right-of-way to more railroads than can be built in a hundred years. They are all mostly like the Philadelphia, Fort Wayne and Platte Valley Air Line Railroad—it has so exhausted the corporation to write the whole name that no energy or breath is left to build the road."



"Another historic meeting was held at the Tremont House."



"In Antoine Le Claire the various people were symbolized."

visiting Davenport, Muscatine, Iowa City, Cedar Rapids and other principal cities, caused the original charter to be amended, authorizing the extension of the road Southwest to the State limits by way of Muscatine, and Northwest, via Cedar Rapids, to the boundary of the State in that direction.

In May of the following year, the first rail was laid.

It was at this time that the broad expanse of water which apparently separated the two railroads—provided the one succeeded in reaching the Mississippi River and the other in actually undertaking construction work—presented an imposing difficulty, to the consummation of uninterrupted transcontinental travel, and it was then that the creative intelligence of these railroad pioneers again came strongly to the surface.

Whispered objections were even at this time launched against the veiled suggestions of building a bridge across the "Father of Waters."

The river and steamboat interests were strong in condemning "such a foolhardy attempt" as "stemming the flow of commerce through the natural route provided by Deity." The weekly Davenport Democrat quoted a prominent resident as stating, "were such a preposterous proposition even attempted, the flimsy thing wouldn't stand thirty days of its own weight."

"THE FIRST BRIDGE."

Undeterred, however, were the two railroad Presidents most interested, and concerted action on their part was immediately apparent. At the Rock Island House, then located in Rock Island at what is now West 17th street and Second Avenue, they met, decided that the imperative need of the bridge was undeniable and that legislative action was immediately necessary. Consequently, on January 17, 1853, the General Assembly of the State of Illinois granted charter to the "Railroad Bridge Company" and empowered that corporation to "construct, maintain and operate a bridge, in such manner as to leave unobstructed the navigation of the waterway, and furnish a connection with all railroads in Illinois and Iowa, which might have terminals at or near said bridge."

And here, let us turn the page on this romance of development—these years of dreaming, of imaginings, of super-human effort, with its anxieties and disappointments—to the fruition thereof—the building of this great road to the shadow of Pike's Peak.

Judge Grant brought forth that "Council Bluffs, so far away, is now as a stone's throw, since the recent discovery of the South Pass through the Rocky Mountains."

A. C. Fulton then spoke in favor of a bridge across the great river. He spoke with considerable feeling on this subject, which, to many, was a source of ridicule and laughter. He said, "Two years ago I procured instruments and took soundings for the first bridge proposed to cross the Mississippi River and published my report in a Philadelphia journal. This report gives the nature of the banks and bottom, the width of the main channel and of the depth of the water. I have written and talked river bridge all over the country. At one meeting, in 1845, in a frame school house that stood where the north end of the City Hall now stands, I told the assembly of my project. Some of them pronounced me visionary, when I thought there were persons present that would live to see a railroad connecting the two oceans."

THE BIRTH OF THE M. AND M.

Although considerable enthusiasm for a railroad sprung from this oft' quoted dinner, it was not until February 22nd of the following year, 1853, that Articles of Association were executed under the laws of Iowa, creating the "Mississippi and Missouri Railroad Company," with power to construct and operate a railroad from Davenport to Council Bluffs. The Company had a capital stock of six million dollars, of shares of one hundred dollars each.

At the first election of officers of the new company, held in Davenport, May 31, 1853, the following resulted:

President—John A. Dix of New York.

Vice-President—Wm. B. Ogden of Illinois.

Secretary—John E. Henry of Iowa.

Treasurer—A. C. Flagg of New York.

Solicitor—Norman B. Judd of Chicago.

Chief Engineer—Henry Farnam.

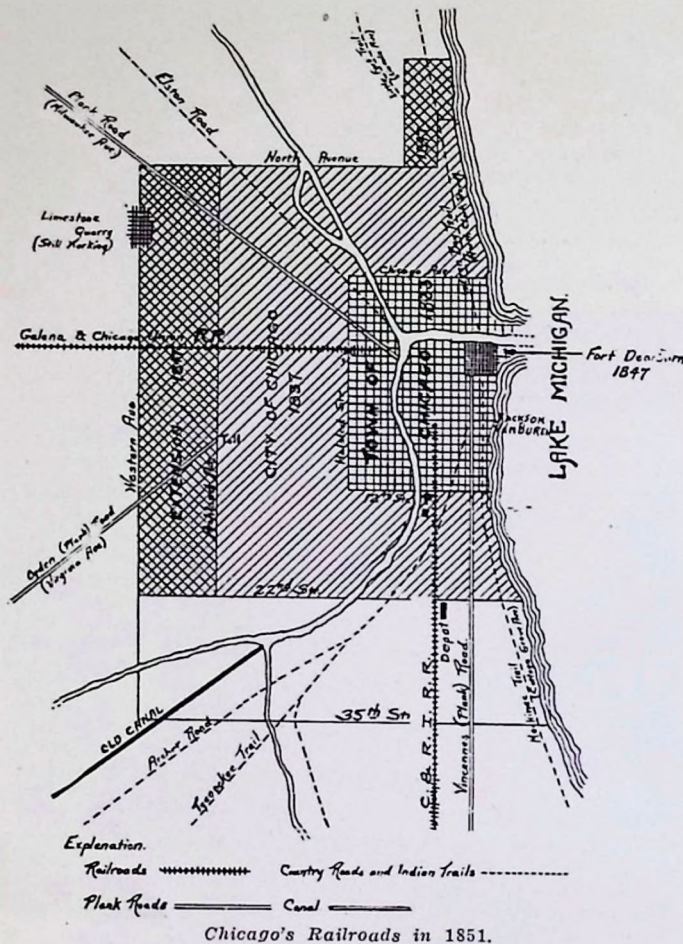
Consulting Engineer—John B. Jervis.

Directors—John A. Dix, William B. Ogden, William Walcott, Thomas C. Durant, Henry Farnam, Ebenezer Cook and Joseph E. Sheffield.

The securing of necessary right-of-way devolved upon a committee formed from the Directors—Messrs. Wm. B. Ogden, William Walcott and Ebenezer Cook. These gentlemen, after



"Utram Price, that great Iowan, who gave so freely of his time, influence and wealth to the railroad cause in his State."



CONSTRUCTION.

THE morning of October 1, 1851, gave promise of a cold, rainy day for the little city of Chicago. The dense, dripping fog blowing in off the lake and the chill in the air that bespoke the coming of winter, afforded little comfort to those who trudged along the wooden sidewalks of the town.

Around a vacant piece of ground just west of Clark street and south of Jackson a number of idlers were standing—men off the lake boats, timber cutters, awaiting passage northward, and “drifters” from nowhere in particular—watching two men as they waded into the muddy lot and began erecting a gaudily painted sign. They had never seen one reading just like this before:

GOOD RAILROAD WORK FOR THE WINTER.
APPLY TO SHEFFIELD & FARNAM, CONTRACTORS,
THE CHICAGO AND ROCK ISLAND RAILROAD
AT TWELFTH STREET.

Mike was there, Tony was there and Dominique and Porifrio, and it was not long before they were asking two questions, in one common language—“How far?” and “Where?” The throng of idlers melted away, tramping northward along the muddy sides of Clark street to Twelfth street, seeking the “good work for the winter.” And thus was formed the nucleus of the first “railroad camp” of the great “Rock Island Line.” Work was starting “then and now.”

Out on the prairie near Twenty-second street, at the limits of the town, a number of men were organizing. Mule and ox teams with slip scrapers were beginning to follow the plows, as the latter turned up the earth in the borrow pits alongside the slightly raised railroad embankment, then gradually assuming shape. To the East, through the rising mist, could be seen the sparkling white caps of Lake Michigan and over to the northwest the sluggish water of the Chicago river flowed slowly toward the lake. From the few scattered houses roundabout, no recognition was had of this propitious occasion. The usual band was absent; speeches and flowers were lacking.

Mr. Farnam and Mr. William Jervis, the chief engineer, were discussing some project, when Congressman (“Long John”) Wentworth, a warm personal friend of the former, came driving out the Vincennes Plank Road, from the river, and turning his

horses across the vacant land lying eastward of the new railroad embankment, soon drew up beside them.

THE ROCK ISLAND “STANDARD GAUGE.”

As he warmly greeted the two gentlemen, he noticed a piece of rough board held by Mr. Farnam. In both ends a common nail was driven.

“What are you doing with that,” he asked, with a smile. “Have you been disciplining someone so early this morning?”

Both Mr. Farnam and Mr. Jervis laughed. “This,” the former said, holding up the object, “is the first track gauge ever made of the ‘GREAT ROCK ISLAND LINE.’ It is just four feet, eight and one-half inches from nail to nail.”

“Why the one-half inches?” queried Mr. Wentworth.

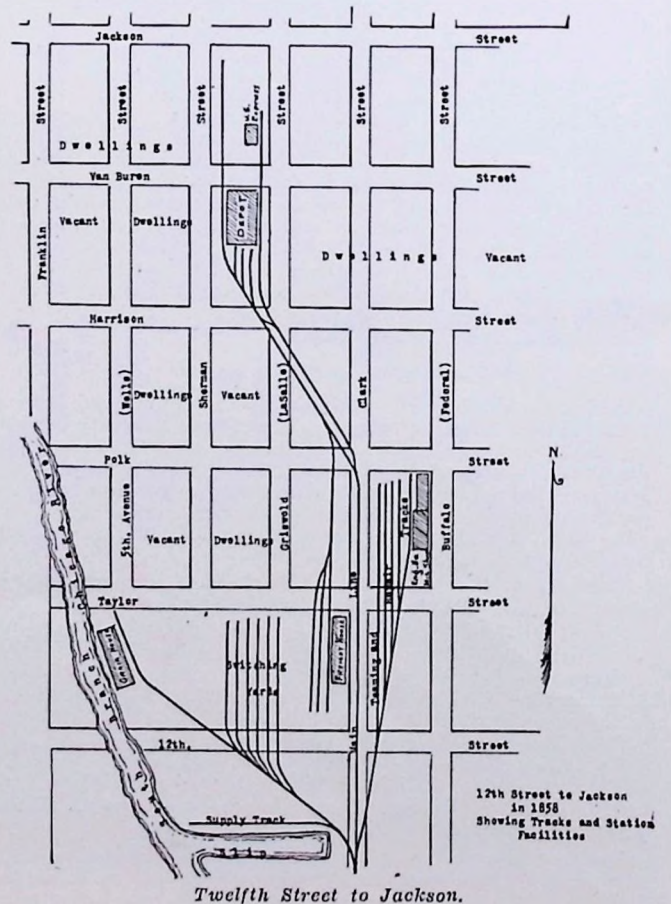
“This gauge, Mr. Wentworth,” interposed Mr. Jervis, “is a question that, as you know, is causing considerable confusion throughout the railroad world. The situation of railroads in the East is something quite discouraging. The New York and Erie is now operating with a six-foot gauge, which is also true of the Canadian Trunk Line and the Ohio and Mississippi. Another road is using a seven-foot gauge, but that which most concerns us is that the line between Buffalo and Cleveland, and over which our locomotives and cars must travel, is composed of four separate railroads, all of which have a distinctly different gauge of track.”

“Yes,” answered Mr. Wentworth, “Congress is becoming considerably exercised over this growing disinclination of the railroads to adopt one uniform width between the rails. Where did this particular gauge originate, Mr. Jervis, and why?”

“The story goes,” laughed Mr. Jervis, “that George Stephenson, back in England about the year 1825, when planning the first locomotive built in the New Castle shops, and intended to operate over the line then building from Stockton to Darlington, adopted this gauge—and which was ever afterward known as the ‘Stephenson gauge.’ His decision seems to have been based on the width between wheels of an easy-riding horse coach, in which he often rode and which, as stated by him, ‘rounded the street corners so well.’”

“Our best thought on the subject,” stated Mr. Farnam, “is that this so-called ‘standard gauge’ is the best and proper one to adopt and we have so arranged for our equipment and track.”

And thus the standard gauge of the Rock Island System was established for all time.



THE RAILS FROM ENGLAND.

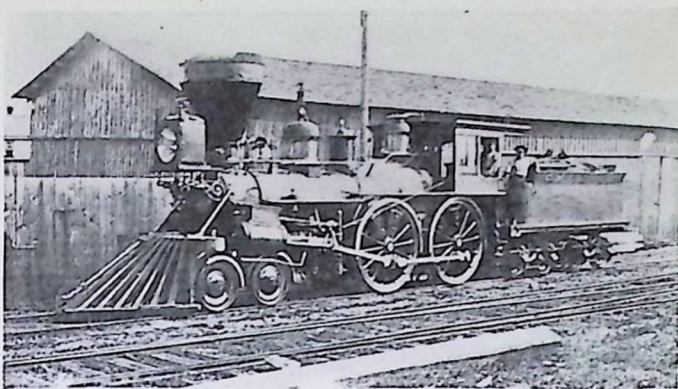
At Twelfth street and the river considerable activity could be noted. A schooner, the "C. Y. Richmond," was moored in the slip which extended eastward from the river almost to Clark street. From the hold of the vessel iron rails were being hoisted out and piled on ways near the river's bank. These rails—the first shipment received—were manufactured by the Ebbervale Company of London, England, and were brought to New York largely as ballast in empty sailing vessels. Here they were transferred to smaller boats and brought to Chicago by way of the Erie Canal and Great Lakes. It was decided that from this point, the rail would be moved to the front, either over the track previously laid, or by means of the Illinois and Michigan Canal. The rail weighed 58 pounds per yard and cost originally \$55 per ton. This price was afterwards increased to \$70, which action cut materially into the finances of the company, but apparently it was not considered as an unmixed evil, because Mr. Flagg, the treasurer, in a letter to one of the directors stated, "It is so high that it will at least keep out competition for a while."

Approximately 17,000 tons were thus brought from England for the first miles constructed; 10,000 being delivered during 1851 and 1852, and the remainder the following year.

From another schooner, alongside the "C. Y. Richmond," cedar cross ties, cut from trees along the lakes, up toward what is now Evanston, Ill., were being unloaded. They were 6 inches thick, 7 inches wide and varied in length from eight to ten feet.

ENGINEER S. B. REED APPEARS.

Soon a small army of men were diligently engaged in this work of railroad building, under Samuel B. Reed, an engineer of unusual ability, but the winter proved to be a severe one and delays and hardships were many and exacting. In December, 1851, the grading was completed to a point five miles south (now Englewood) where the trains of the Northern Indiana Railroad were wont to come from Toledo, Ohio, and stop. Regardless of the snow and chilling rain, regardless of the wind-whipped stretches of unprotected prairie, the work forged ahead, until in January, 1852, rail was laid, spiked and bolted to the proposed point of connection with the Northern Indiana Line. On May 22nd of that year the trains of this latter line began to use the single track into the Chicago and Rock Island depot at Twenty-second street, and later at Twelfth street, which arrangement continued until five years later, when a second track was laid into the city from the point of connection, five miles south. The event was announced by President Jervis as "a continuation of the great line of railroads from the south



"A locomotive named the 'Rocket' was groomed to handle the memorable train."

shores of Lake Erie and Lake Michigan, coming into the city and using the tracks of The Chicago and Rock Island Railroad Company, a distance of six miles. The two roads will occupy the same depot, and a complete commercial connection has been established between the two companies to their mutual satisfaction."

And that depot! A plain structure of wood, sixty feet long and twenty-five feet wide, enjoying the luxury of coal oil lamps and a clean coat of whitewash!

THE FIRST ROUNDHOUSE.

Continuing northward in the center of Clark street, the main line extended as far as Twelfth street, the city having passed an ordinance on May 26, 1851, granting permission to the railroad to "lay track in any street between State and Halsted and extend as far northward as Polk street."

At the southwest corner of Polk and Buffalo (now Federal) streets, there began to grow a modest brick engine house, having a capacity of five locomotives. The turntable, of the old "prairie" type, was a combination of wood and iron. The shop buildings soon began to take shape along with the engine house and by the time the lingering snows of early Spring had begun to disappear, the vicinity of Twelfth street presented an active and animated appearance.

It was with a sense of pleasant relief that, on July 24, 1852, Mr. Farnam reported to President Jervis: "Our roundhouse and turntable are ready and arrangements have been made with William Kasson, of the Kasson's Dispatch Line, to use his patent 'variable gauge trucks' to bring three locomotives over the different railroads from the Rodgers plant, to a connection with those having a gauge standard with our own."

October, 1852, saw the last rail joined up and spiked and the track surfaced to permit the operation of trains between Chicago and Joliet.

Addison R. Gilmore (the first superintendent appointed, and who served but a short while) had reported to both Mr. Farnam and Mr. Jervis the impatient demands made upon him by the residents of Blue Island, Mokena and Joliet for some actual evidence of a train, and after a general conference on the part of the president with the contractors, it was decided that scheduled passenger and freight service should forthwith be inaugurated.

The chief engineer, William Jervis, had reported as follows:

	Total distance. Miles.	Completed and ready for track. Miles.	Grading to be completed. Miles.
Chicago to Joliet.....	40.06	40.06	0.00
Joliet to Morris.....	20.57	19.69	0.88
Morris to Marseilles.....	15.34	12.08	3.26
Marseilles to Ottawa.....	8.23	8.05	0.18
Ottawa to Peru.....	15.10	11.71	3.39
Total	99.30	91.57	7.71

Five of the twelve passenger coaches originally ordered had arrived over the Northern Indiana Railroad, and forty of the original 150 box or "covered" freight cars, together with a few of the "platform" or flat cars, had also reached the Northern Indiana yards through the same ingenious method on the part of Kasson in utilizing his "variable gauge truck."

THE "ROCKET" THE FIRST ENGINE.

A locomotive named the "Rocket" and one of three secured from the Rodgers Company, pending delivery of the eighteen



"My father, with his team of oxen, turned one of the first furrows."

originally ordered, and which were then building, was properly groomed and decorated to handle the memorable train, the first to operate over the iron rails of the great present-day railroad system and which left Twenty-Second street, Chicago, Sunday, October 10, 1852, at 10 a. m.

Although the small frame depot at Blue Island was in no way ready for occupancy, the one at Mokena hardly started as yet, and realizing that no provision for turning the locomotive at Joliet as yet existed and that the return trip to Chicago must



"The locomotive, the Rocket, was in charge of James Lendabarker."

necessarily be a "backup" run, the insistence of Superintendent Gilmore prevailed, and it was definitely decided that steam transportation should be started. Mr. Huntington, the first local agent, had been installed at Blue Island a day or two before.

Messrs. Farnam and Sheffield, appreciating their right to operate the road until a date, two years hence, when, under the contract, it must be turned over fully equipped to the stockholders, realized in turn the grave responsibility devolving upon them of selecting the first men to be entrusted with the lives of a traveling public, as well as the property in their charge, and it was then that they turned to those who, until then, had been successfully handling the traffic of the Illinois and Michigan Canal.

"I feel that these men," said Mr. Farnam, when discussing the matter in detail with the president, "have known and realized the responsibility of dealing with passengers, and are, therefore, best fitted for this work."

And it was thus that the Daily Democrat (now the Chicago Tribune) recorded the following:

"Gentlemanly Conductors—Those well-known and popular packet captains, Messrs. N. W. Wheeler, Fred Reed, Oliver Shepherd and 'Cap' Phillips, make their bow to the public this week in the capacity of conductors on the Chicago & Rock Island passenger trains. A true gentleman is the same everywhere, and under all circumstances, and we can vouch to the public for the gentlemanly bearing of our friends in their new capacity. The company have been very fortunate in their selection."

It was to these men that Mr. Farnam said, when instructing them in their duties later on: "All trains must come to a full stop before entering the switch at the junction with the Northern Indiana Railroad at Mile Six. The conductor must know that the switch is in its proper position for his train to pass. He will also ascertain from the switchman the position of trains on the Northern Indiana that may be due, or being due, may or may not have passed that point, so far as said switchman can give information." These instructions were afterwards embodied in the first time card issued for the guidance of all train and engine men operating the new road.

WOOD USED AS FUEL.

Coal as engine fuel still remained undeveloped to a practical extent; therefore the tender of the "Rocket" was filled to overflowing with selected pine knots for fuel, and a liberal supply in sacks was stored in the front end of the first coach. Buckets were used when filling the water space of the engine tender.

And how inauspicious was the starting of this first train! The "Chicago Daily Democrat" of October 13th stated:

"Very quiet and efficient are the men who have in hand the building and equipping of the Chicago and Rock Island Railroad. They started their first train to Joliet Sunday morning the 10th, at ten o'clock, without the blowing of trumpets or the firing of guns. We went along and found Mr. Gilmore, the efficient superintendent, giving his personal attention to those interests confided in him. Most of the distance the road passes through prairie, though, now and then, it crosses groves of timber. Within two or three miles of Joliet it enters the valley of Hickory creek. The stations on the road are as follows: Junction, six miles from Chicago; Blue Island, fifteen miles; Bremen (now Tinley Park), twenty-three miles; Mokena, twenty-nine miles. We noted as fellow travelers Mr. Farnam, the contractor; Mr. Jervis, the chief engineer; the Hon. J. A. Matteson, of Joliet, contractor under Mr. Farnam for the completed portion of the road; Mr. Judd of Chicago and many other well-known citizens.

"The locomotive, the 'Rocket,' in charge of James Lendabarker, formerly an engineer on one of the lake boats, handled the six new and beautifully-painted coaches in good shape, unmindful of the crowd they contained, making the run to Joliet easily in two hours. Conductor N. W. Wheeler was in charge of the train and appeared as gracious to the inquiring passengers as was his custom when aboard one of the Canal packet boats. For a new road we may say it is remarkable for its smoothness and solidity. Those portions of it which are already ballasted are equal in these respects to the best constructed Eastern roads."

FIRST RUN WAS MEMORABLE.

The movement of this train, on its memorable run to Joliet, was a signal for great rejoicing among all who witnessed its passage. Mrs. Emma L. Jameson, now of Garrison, Kansas, was a little girl at the time. Her home was, as she states, "on the frontier, twenty miles south of Chicago, and my father, with his team of oxen, turned one of the first furrows preparatory to the grading. My mother boarded some of the first workmen who ever labored on the Rock Island."

"Before the coming of the first stretch of iron rail," she said, "all marketing had to be done via the ox-team route to Chicago, and the coming of this first train was made a time of festivity. Many people, well up in years, experienced their first ride.



"I recall many prominent residents of Joliet who gathered on the depot platform."

"Currency was very scarce," she continued, "and many did not have the money to satisfy the demands of the train conductor, station and ticket agents still remaining unknown at many places where passengers boarded the crowded cars, but the good-natured conductor solved the problem by collecting fares in eggs, butter, vegetables, or, perhaps, a little grain." When the "iron horse and its train of living freight," as stated by the "Chicago Daily Democrat," reached Joliet and



"Starved Rock."

stopped in front of the small, one-story frame depot, then partially complete, located just west of Eastern avenue, between Clinton and Van Buren Streets, many conflicting emotions arose within the breasts of those who witnessed its coming. Exhilaration and enthusiasm of the young was intermingled with the thankfulness of the mature, at witnessing this unbelievable thing. Dying pessimism gave way to envy and ridicule on the part of those whose investments were identified with the Illinois and Michigan Canal—because public sympathy still remained divided between the canals and waterways as being the proper means of transportation, leaving the railroads to serve only as auxiliaries.

As the train was about to leave on its return trip to Chicago, a gray-haired gentleman, accompanied by a girl of thirteen, hastily boarded one of the coaches. This little girl afterwards became Mrs. W. W. Stevens, now a resident of Hubbard Woods, a northern suburb of Chicago, and who well remembers the notable event and many of the prominent residents of Joliet, who, gathered on the depot platform, purchased tickets from the newly-appointed station agent—Mr. M. M. Marsh—and joined the historic party.

SHERMAN HOUSE ENTERTAINS PARTY.

"I recall," she stated, "Mrs. Hugh Henderson, Mrs. George Woodruff, Sr., Mr. and Mrs. Harvey E. Lowe, Mrs. J. P. McDougal, Mrs. C. D. A. Parks, Mr. and Mrs. A. F. Patrick, Mrs. Edmond Wilcox, Mr. and Mrs. William Adams, Mr. and Mrs. E. C. Fellows, Mr. and Mrs. T. B. Reed, Mrs. Francis Nicholson and Miss Kate Nicholson. On our arrival at Chicago, the Sherman House received the party and served a sumptuous dinner to the visitors, after which a sightseeing tour of the city was made, terminating in a theater party later on."

Henceforth, and during the seventy years that have elapsed, not a day has passed without witnessing the coming and going of one or more trains of this great railroad in and out of Joliet.

The first advertisement having to do with actual operation of the Rock Island appeared in the Chicago Daily Journal of October 11, 1852 (Monday).

CHICAGO AND ROCK ISLAND RAILROAD.

Two trains daily between Chicago and Joliet. On and after Monday, October 18th, cars will run as follows:

Leave Chicago—

1st passenger train at 8 a. m.

2nd passenger train at 5 p. m.

Returning, leave Joliet—

1st passenger train at 6:30 a. m.

2nd passenger train at 7:30 p. m.

ADDISON R. GILMORE,
Superintendent.

LINES PUSH ON WESTWARD.

During the long winter months, the work of pushing the line to the Mississippi river went steadily on. January 5, 1853, saw a crossing of the Des Plaines river effected, and track laid into Morris, 62 miles from Chicago. February 14th saw the line entering Ottawa, 84 miles away, and the first train steamed in and paused before the awed throng on February 19th. Mr. Farnam, who accompanied the train, together with the "distinguished engineer and train crew," as the Ottawa paper stated, were banqueted and toasted until early morning, after which the train started on its return trip to Chicago.

March 21, 1853, witnessed the coming of this road to La Salle, 99 miles away, and it was between this point and Utica, five miles east, that the traveler of today, when viewing the beautiful valley of the Illinois river, from the window of the speeding train, is attracted to a high point of rock, jutting boldly out into the placid water three hundred feet below.

This is "Starved Rock," that historic point, where, two centuries ago, Henri de Tonti, French voyageur and explorer, sought protection with his band of fifty French soldiers from two thousand warring Iroquois, held them at bay, and eventually put them to flight. It was then that Fort St. Louis was built and established upon this rock.

THE STORY OF STARVED ROCK.

Fifty-one years afterward, September, 1750, when the peaceful Illinois Indians, whose tepees and villages grouped along the northern bank of the river, were set upon by a number of warring tribes—the Pottawatomies, Ottawas, Miamis, Kickapoos, Shawnees and Chippewas—their old men and women slain and their children held for hostage, they fled to this haven of safety.

The allied tribes pursued them across the low lands, across



"On our arrival at Chicago, the Sherman House received the party."



Mr. Henry Farnam.

the river and up the steep sides of the rock, but were repulsed time after time, until, defeated and discouraged, the allies withdrew to points of safety, surrounded the base of the rock and proceeded to starve the Illinois tribe into submission. Of the twelve hundred braves who sought protection on this rock, not one surrendered, they rather preferring death by starvation to the ignominy of surrender to a foe. And thus did the last of the Illinois leave a legend of honor and bravery that is forever linked in romance with this rock, which now affords a beautiful retreat to the tired and weary of a great city, where they may pause and find rest from the turmoil and struggle of living.

* * *

The next month—April 16, 1853—saw freight and passenger service reaching its first terminal from Chicago—Peru, Ill., 100 miles distant. Mr. Henry S. Bebee, who witnessed the coming of this "wonderful engine with its finely decorated coaches," wrote to a distant friend later on: "The central engine house of this great railroad is located here, and as the engines with their engineers are changed at Peru, many of them are becoming domesticated."

It was here that an official announcement of train operation, typical of the period, was displayed:

TRANSPORTATION!

CHICAGO AND ROCK ISLAND RAILROAD.

On Monday, March 14, 1853, and thereafter until further notice, a passenger train will run daily, Sunday, excepted, between

Chicago and La Salle.

Leaving Chicago at 8 o'clock a. m., arriving at La Salle 1:20 p. m.

Returning—

Leaving La Salle at 1:40 p. m., arriving at Chicago at 7 p. m.

Connect with steamers at La Salle for St. Louis and intermediate places on the Illinois river, also with stage westward to Iowa and northward.

Dixon, Galena and Dubuque.

Trains arrive in season for all trains eastward the same evening. A freight train will leave Chicago Mondays, Wednesdays and Fridays at 8:05 a. m.. Returning, leave La Salle Tuesdays, Thursdays and Saturdays at 7:30 a. m.

Baggage received and checks given therefor and careful baggage masters provided to take charge of it.

For tickets apply at the office in the depot, corner Twelfth and Clark streets, Chicago, and at stations on the line.

The clock in Sherwood and Whatley's store, corner of Lake and Dearborn streets, Chicago, is at present adopted as standard time, and the traveling public are reminded that the trains will start promptly at the times stated above as indicated by that clock.

Passengers will procure tickets before taking seats in the cars.

A. R. GILMORE,
Superintendent.

BUREAU JUNCTION ESTABLISHED.

Bureau, 114 miles distant, experienced the sensation of having this "monster of iron rumble into town" on September 12, 1853. It was from this point that the work of constructing the Peoria and Bureau Valley Railroad commenced, the necessity of securing a line that would penetrate the fertile valley of the Bureau river and tap the growing town of Peoria, 47 miles distant from this point, being most evident to those engaged in this great development work of railroad building.

In the fall of 1852, Samuel B. Reed, that great locating engineer and assistant of Messrs. Sheffield and Farnam, surveyed southward from Bureau, a route through the counties of Bureau, Putnam, Marshall and Peoria. On the twelfth of February, 1853, a charter was granted to citizens of Peoria authorizing the construction of the road. In June the company was fully organized, and in August Messrs. Sheffield and Farnam took over a contract for building the line. The officers of the new railroad were as follows:

N. B. Judd, president; Chas. W. Durant, treasurer; W. Cockle, secretary. Directors—Joseph E. Sheffield, Henry Farnam, Thos. C. Durant, N. B. Judd, John Frink, John L. Griswold, Isaac Underhill. Executive committee—Henry Farnam, Jos. E. Sheffield, Thos. C. Durant. A. C. Flagg, transfer agent, New York.

The first train arrived from Chicago at 10 o'clock of the evening of November 7, 1854. The first for Chicago left the next morning at 7 o'clock, from the upper part of the city, and thither the population gathered en-masse.

Mr. B. C. Bryner, of Peoria, states: "It was a notable event. There was not more than ten thousand miles of railroad in the United States and this little village of less than 15,000 inhabitants, from whose hills and ravines the wolf and wild cat had not wholly disappeared, had come into possession of the modern wonder of the world.

"When the Bureau & Peoria line reached Henry, Ill., it was connected from Peoria by the Steamer 'Regulator,' Capt. Chas. H. Ruggles, and a line of four-horse post coaches. S. Rowe was the railroad agent, and S. W. Groves, stage agent. The superintendent of the railroad was John E. Henry and W. H. Whitman was his assistant. Captain Reed was in charge of construction. One of the engineer corps was Lloyd Wheaton, late major general of the United States army, retired.

"The locomotives, at that time, were of the old wood-burning type with balloon smokestacks, and when stops were made for fuel, conductor, brakeman, engineer and firemen all helped load the tender with chunks of wood, which were oftentimes covered with snow and ice. On November 15th a carload of groceries was shipped forty miles into the interior, opening up a vista of enterprise for the business men of Peoria. The rate on this shipment was 15 cents per hundredweight, whereas the former rate by river to La Salle was 50 cents per hundred-



Judge Grant's home in Davenport, as it appears today.

weight. These lower rates gave a new impetus to Peoria trade, and was the first insight of Peoria business men into the great advantage to be derived from low freight rates."

On February 1, 1855, the Chicago and Rock Island Railroad—then recently delivered to its new officers by the contractors—took over, under a perpetual leasehold, the Peoria and Bureau line.

The growth of Chicago demanded better station facilities than those afforded by the depot at 22nd street, and the extension of the main line northward to Jackson street made it desirable to locate the first pretentious structure at Van Buren and La Salle streets.

The Chicago Herald, of October 21, 1855, stated:

"The span of the roof from the side walls is 116 feet, with but a single support in the entire building, as it will be constructed on the principle of Howe's patent truss. The ventilators will be in the roof. The height of walls will be 22 feet from the floor, while the height from the floor to the center of the arch will be 42 feet. The roof alone will cost \$23,000.00."

On the morning of June 5, at 8 o'clock, an excursion train of two sections left the station at Twelfth street, Chicago, for Rock Island, in commemoration of this stupendous event.

On board were Millard Fillmore, ex-president of the United States, and wife; Charles A. Dana of the New York "Sun," George Bancroft, the historian, and wife, and some 250 prominent Chicago citizens, including Mayor Isaac L. Milliken and members of the council. At 5 o'clock that evening the two trains "tastefully ornamented with flags and evergreens," as stated by the Chicago Press, arrived at Rock Island.

Here the entire party boarded steamboats, as guests of the Chicago and Rock Island Railroad, and toured the upper waters of the Mississippi river to St. Paul and return.

William R. Tibbels, who as a cub pilot made this entire trip, is still alive and hale and hearty. In recalling this historical exhibition of railroad courtesy, he says:

"The company chartered five steamboats, namely: The Galena, Capt. B. D. Morehouse; The War Eagle, Capt. Harris, new boats which had only made two or three trips from



"This wooden web of strength."

The trains of both roads commenced running from the new station on December 2, 1855.

In order to better serve the traveling public, the Rock Island constructed at this time the Pacific Hotel, so that passengers might have facilities within easy reach for remaining over night in the city. This was a frame building, located on the former site of the Grand Pacific Hotel.

But, coming back to the building of this original railroad, we find that, on October 12, 1853, the town of Sheffield—named after Mr. Farnam's associate—was safely reached.

"Miss Julia Farnam, a niece of the great builder, is now residing here," states Miss Teresa Kearns, of that place. "She came here when three years old and just after her uncle and Joseph Sheffield had completed the road to this point. Mr. Sheffield laid out our town and it was named for him."

The closing in of winter—December 19th—witnessed the entry of trains into Geneseo, 159 miles away.

Rock river, that treacherous stream that had been looked upon as an almost insurmountable barrier, had been practically mastered and all eyes were turned toward the Mississippi.

The mills of Moline were passed in January, 1854, and on February 22, 1854, the ends of the iron rails were stretching outward toward the "Father of Waters" at Rock Island and challenging the mighty strength of the Mississippi to stay their progress onward to the beckoning snow-capped peaks of the Rockies.

Galena to St. Paul; the G. W. Sparrow Hawk, Capt. L. Morehouse; the Golden Era, Hiram Bercie and the Lady Franklin, the smallest boat of the five. The train (it was in two sections) arrived at the Island about 4 p. m., and by supper time the people, their baggage and other belongings were all aboard the boats.

"After supper the boats got out in the river. Two or three of them went over to Davenport and landed. The others steamed down the river a few miles and back. Before dark all the boats anchored abreast some distance below the foot of the Rock Island proper, and after dark fireworks were displayed from about where the arsenal now stands. After the fireworks display everything on the boats became quiet except for the duties of the crews. There were two bands with the excursion and plenty of string instruments, and dancing was going on day and night.

"The next morning at daylight the boats all weighed anchor and started up over the upper rapids. As the boats were allowed to run during daylight only, we all laid up at sundown near Dubuque.

"The next day we spent some time viewing the battle ground and what is called battle slough where the U. S. army drove the Indians under Chief Blackhawk into the river, capturing many and killing many. That battle ended the Blackhawk war.

"We arrived at La Crosse, Wis., laid there some time, leaving there about 4:30 p. m. It did not take long to arrive at

Trempealeau, Wis., the largest village between La Crosse and St. Paul at that time. We all landed there and ex-President Millard Fillmore made a speech to the people.

"A young man came driving down to the landing in a small spring wagon loaded with fish, and the fish proved to be speckled trout for the excursionists. There were two bushels of them when they were placed in baskets to be carried aboard the boats, a rare treat for the people.

"The boats laid up at sundown under the lee of Chimney Rock, one of the highest bluffs on the river, if not the highest. We started out after breakfast and went through Lake Pepin in the afternoon. It has been reported that the boats were all lashed together going through the lake. If they were, I have forgotten it. Perhaps the report came from the Galena and Golden Era being lashed together, which they had been from the second day from Rock Island. The carpenters took out a section of railing on the boiler deck of each boat and made a platform so the people could go from one boat to the other without going downstairs on one boat and going upstairs on the other.

"Next day we landed at Prescott, Wis., steamed up Lake St. Croix, five or six miles and back, arriving in St. Paul in the afternoon. As soon as we arrived there, the citizens of St. Paul took charge of the excursionists and did all they could to entertain them. The next morning all started for St. Anthony Falls and Fort Snelling. In the evening they gave a big banquet at some place up town. I think in the House Chamber of the Capitol.

"The boats laid in St. Paul a part of two days and one night. We left St. Paul in the afternoon of the second day. We ran night and day until Rock Island was reached. Thus ended the largest and finest excursion on the upper Mississippi river."

THE MISSISSIPPI BRIDGE.

HOW often have the efforts of mankind, vital to another generation, passed into the annals of forgetfulness, void of a remaining vestige, to tell of the human endeavor or the objective striven for and attained. Future peoples come, pause amid the same surroundings and pass on, little knowing of the hopes, fears, failures and conquests of those who struggled there.

A passenger on one of the Rock Island's luxurious transcontinental trains, when crossing the Mississippi today between Rock Island and Davenport would hardly recognize a small wall or abutment of stone at the north of the railroad on the island, as the pivotal point around which surged the hopes, fears and ridicule of a nation, and for which the great emancipator, Abraham Lincoln, pleaded that it might stand.

This wall of stone, black and grim with age, is the only lasting evidence of the first bridge that ever spanned the "Father of Waters," that formed a connecting link between two empires—the East and the West—and proved to a doubting and skeptical world the actuality of dreams once entertained by many—uninterrupted transcontinental railroad travel.

THE BRIDGE PIER.

Around this silent wall of stone centered a struggle for domination between two conflicting thoughts—one that would restrict all traffic, whether freight or passenger, to the water channels laid down "when the stars sang together"; the other, to the unlimited freedom of those constantly lengthening bands

of iron that recognized no precedence of the valley over the upland, nor followed any law save that of bringing peace, joy and prosperity in its path.

On July 16, 1853, considerable activity was manifest at a certain point on the Iowa shore, in Davenport, and in direct line with the site of this wall of rock. John Warner, contractor for the foundation and piers of the bridge, had turned the first shovelful of excavated earth in the commencement of the first pier, and although this stone abutment on the island was but one of several other piers to later grow above the river currents, still it has lingered here unmindful by the passing throng, save for the silent river which reflected its glory as faithfully years ago as now.

The construction really involved three portions—a bridge across the narrow arm of the river between the Illinois shore and the island, a line of tracks across Rock Island, and the long bridge between the island and the Iowa shore. The channel of the river passed very close to the west side of the island and down the middle of this channel ran the boundary line between the two states.

Stone and Boomer of Chicago, with the assistance of Mr. Boyington of Davenport, began to fabricate the wooden spans during January of the following year.

And, again, the name of Henry Farnam associates itself with a link in this railroad of an empire. Together with his trusted engineer, Samuel B. Reed, he was here to see that the contour of this excavation was true to the lines which they had caused to be set. B. B. Brayton, superintendent in charge of this work, and the father of that boy who later on stood side by side with the great Lincoln and pointed out the complexities of the river current beneath this very bridge, was also there.

THE WOODEN BRIDGE.

And thus, it began to stretch across the river to Davenport—this wooden web of strength, 1,582 feet long, glistening white by day and standing by night like the spinning of a monster spider, resting on five stone piers, 7 feet wide at the top, poised 35 feet above mean water level, and resting on the solid rock bed of the river. The two abutment piers were 30 feet in height. The draw or "swing" pier, over toward the Illinois shore, was 32 feet in diameter at the top, and was protected by cribs of hewn timber, extending 350 feet up and down the stream. The width of the crib was 40 feet and was filled with rough boulders. The draw or "swing" span was 285 feet long, and on each side of the pier was a clear channel 120 feet in width. Each of the other five spans had a length of 250 feet. The total structure contained a little over one million feet of timber, 220,000 pounds of cast and 400,000 pounds of wrought iron. The wooden spans were known as the "Howe truss type."

September 1, 1854, witnessed a festive scene in Davenport. Flags were unfurled to the prairie breezes; bunting streamed from every home, and the sound of martial music punctured with the salute of cannon, bespoke a day of celebrating. And, true it was, because the cornerstone of this growing structure was to be laid.

The speakers of the day were Joseph Knox, Esq., of Rock Island, and the Hon. James Grant, then speaker of the House of Representatives of Iowa.

What must have been the thoughts of this man as he again stood, his eyes turned toward that unsolved West, reviewing, maybe, the happenings since that never-to-be-forgotten time when beneath the stars of a June evening nine years before, this very thing had been discussed, half hesitant, half boldly, by those assembled with him at the home of his friend, Colonel Davenport of the "Island"?

The first speaker, Mr. Knox, said:

"All history proves the great path of the world's commerce to be from east to west; from India to Assyria and Egypt, from Egypt to Greece and Rome, from Rome to Spain and England, and from England to our own free America. It is certainly the duty of all wise men not to retard this westward progress, but rather to hasten it, bearing with it, as it does, that blessed trinity—Commerce, Civilization and Christianity; and that we regard all opposition to the workings of this great historic law as among the insanest of follies.

"Resolved, That in John Warner, the contractor for the building of the bridge, we recognize a man who, by reason of natural capacity and long experience, is eminently fitted for the great work in his charge. We congratulate him upon his success thus far, and trust that the winds and waves and seasons may be propitious to him, until he shall have bound together the eastern and western halves of this great valley with an eternal clasp of oak and granite. The first bridge across the Mississippi! It will be monumental to his memory and perpetuate his name as long as the great river it spans flows in majesty beneath it."



"Around the wall, centered a struggle."

Judge Grant said in part: "How propitious is this day. How wonderfully good is that Divine Intelligence which has made it possible for you and me to stand here today and actually visualize this growing path across this mighty river—a path over which the 'iron horse' of the future will soon be speeding on its westward way of conquest. One by one, we, who have stood here today beneath the brightness of God's sunshine, will lay aside our work, our responsibilities and our pleasures and pass beyond the vale, but never in the history of time will this vast expanse of water be void of this crossing which is in its building at this hour."

But how soon was this very path to be upturned and made almost impassable to the "iron horse" of Judge Grant's declaring, through the jealousies and selfishness so inherent in mankind.

EARLY BRIDGE TROUBLES.

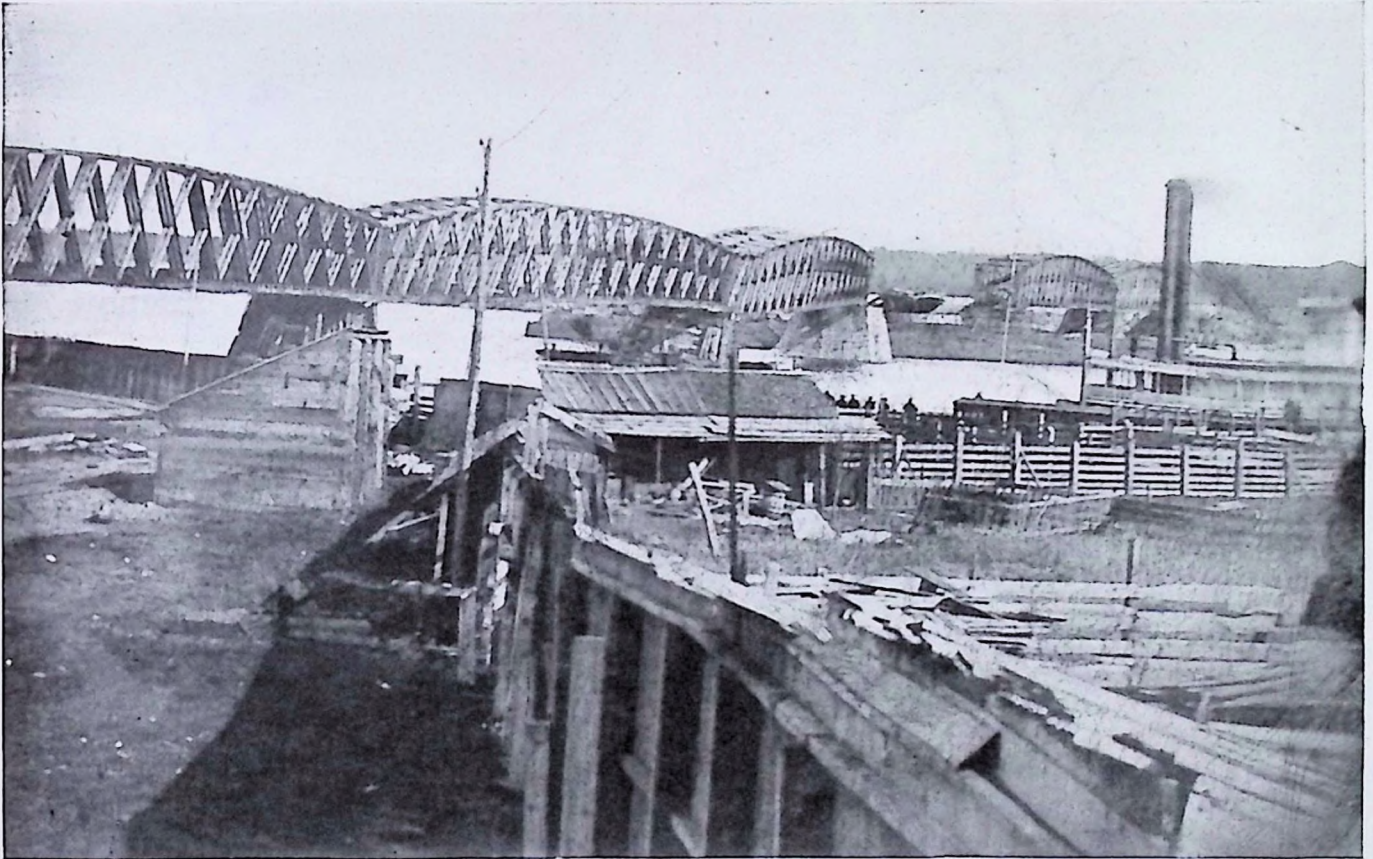
Those favorable to the waterways, and naturally opposed to the construction of the bridge, did not await the completion of the project before starting upon their destructive campaign.

"I am becoming fearful that our tenancy of the lower end of the island with our bridge and track will be questioned," said

break ground upon the island for the purpose of building a bridge to said island, or to use any rock or earth thereon, or to bring any laborers upon the island.' In fact, gentlemen, we seem to be about done for the present."

"No," exclaimed Mr. Judd, who had silently been listening to the colloquy. "We have just begun. We will be as silent about our business as possible and some young district attorney busying himself over this affair will do the rest."

And thus it proved. The Secretary of War directed the United States District Attorney for the Northern District of Illinois to apply for an injunction to prevent the construction of a railroad across the island and of bridges over the river. The case—that of the United States v. Railroad Bridge Company, et al.—(6 McLean 517)—came before the United States Circuit Court in July, 1855. The presiding judge was John McLean, associate justice of the Supreme Court. The matter of issue was largely the right to cross the island, which was government property, but the question of the obstruction presented by the bridges was also involved. Judge McLean upheld the right of the bridge company and overruled the demand for an injunction.



"Now tell me, how fast does the water run under here?"

Mr. Farnam when discussing this phase of opposition with the two railroad presidents, Messrs. Jervis and Dix, in company with Mr. Judd.

"We have certain rights under our two charters," suggested Mr. Jervis, "as well as under that of the Railroad Bridge Company, and also under the Act of Congress of August 4, 1852, which grants 'rights of way to all rail and plank roads or macadam and turnpike companies through the public lands of the United States.'"

"I wrote the Secretary of War, Mr. Jefferson Davis, on March 8th," volunteered Mr. Dix, "calling attention to our argument as submitted, claiming right of way under this very act, but he advised on March 14th that the grant asked for would not be given."

"Now here comes these waterway adherents," exclaimed Mr. Farnam, "who has evidently misrepresented our case to such an extent that the custodian of the island, Mr. Danforth, has written the Secretary of War advising of the 'depredations' which we are now supposed to be perpetrating on the island."

"Yes," admitted Mr. Jervis slowly, "Mr. Warner has received notice under date of April 19th, stating, 'you are forbidden to

THE BRIDGE COMPLETED.

And on the morning of April 21, 1856, this wonderful structure stood forth complete and expectant of its load. On April 7, 1856, the Davenport "Democrat" recorded the fact that:

"There are four new locomotives at Rock Island waiting the completion of the new bridge to come across, named 'Nebraska,' 'Iowa City,' 'Kansas' and 'Ft. Des Moines.'"

On the 19th excitement was intense, because the "Democrat" carried a news item stating: "Engine and cars were seen to come as far across the new bridge as the draw."

And on the 21st: "The locomotive 'Des Moines' crossed the bridge to the Iowa shore."

And the following day: "Three locomotives, coupled together with two tenders and eight passenger cars, crossed the new bridge today."

Who can sense the satisfaction of these pioneers in their realization that the path of progress was even then opening in manifold strength toward them? What must have been the thought of achievement on the part of Mr. Farnam, Mr. Warner and Stone and Boomer when they witnessed the crossing of this moving load aggregating the extreme weight of 67 net

tons! Alas! when we think of one of our modern trains of this day—2,200 tons—we quickly gather a concrete idea of the development in our railroad during a generation.

And then came disaster!

THE BRIDGE DESTROYED.

Who can tell the true story of the Effie Afton, that Louisville-New Orleans packet sent north from St. Louis on her first trip? Who can describe the impelling thought that controlled this boat on the morning of May 6th—fourteen days after the crossing of the first train—when the boat proceeded some two hundred feet above the draw pier and then, one of her side wheels stopping, she swung in against the bridge? Who can tell just how the stove tipped over that set fire to the boat and which, in its burning, destroyed the span where it struck? Is it possible that Parker, the pilot, might solve the riddle were he here?

And after the owners of the Effie Afton had brought suit against the Bridge Company for damages, Norman B. Judd, Henry Farnam and Joseph Knox of Rock Island sat together

"Let's get him up here tomorrow," said Mr. Farnam, "and discuss the matter."

"I suggest," quietly interposed Mr. Judd, "that we take him in your private car and go to Rock Island, let him look the ground over, then abide by his opinion."

ABRAHAM LINCOLN AT THE BRIDGE.

So it happened that, a few days later, a young lad fifteen years old, sitting far out from the shore on one of the bridge spans watching the driftwood running with the river currents beneath, was accosted by a tall, dark-haired, genial man who stood beside him.

"Do you live around here, my boy?" he asked.

"Yes, sir," the lad replied, "in Davenport."

"And what might your name be?" asked Mr. Lincoln, for it was he.

"Brayton, Bud Brayton, they call me," replied the lad. "My dad helped build this railroad."

"Oh, I see," laughed Mr. Lincoln, and then composing himself beside the lad on the end of the bridge ties, his long legs hanging down towards the flowing water underneath, he continued, "And I suppose you know all about this river?"

"Well, I guess I do," replied the boy, looking up into the kindly face before him. "It was here when I was born and—and it's been here ever since."

"Well, well," laughed Mr. Lincoln, "I'm mighty glad I walked out here where there is not so much opinion and a little more fact. Now, tell me, how fast does this water run under here. Have you ever thought of that?"

"No," stated the other, "never have, but I know how to find out."

"I knew you did," smiled Mr. Lincoln. "Tell me how, will you?"

"Of course," returned the boy, "if you sight the logs and brush coming down the river, you'll see they swing out from the island up there about 300 yards, and then they swing in again right here under the bridge. Have you got a watch?" he queried, turning suddenly to the listening man.

"Right here," replied Mr. Lincoln, drawing a big silver time-piece from his vest pocket.

"Well, when I spy a log swinging out from the island," the boy exclaimed, "I'll tell you, and you take the time. Then, when it comes here under us, you can take it again and then we've got the distance and the time. Can't we figure it that way?"

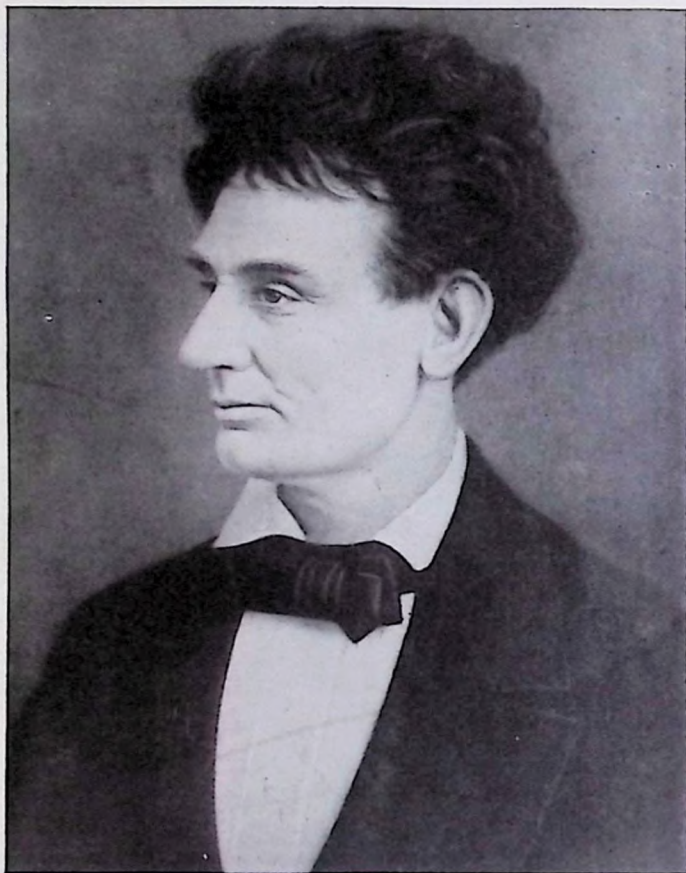
And so it was in this wise that this man of the great heart and simple manner learned what he most wanted to know of the currents of this great river, through the intelligence and understanding of this boy, Benjamin R. Brayton, who, in after years, served the Rock Island Railroad faithfully as engineer, for a long period of time.

A few years hence, when the voice of the great emancipator was hushed, this boy, then nearing manhood, recalled ever afterward, in loving memory, a vision of his meeting with the great Lincoln and those hours spent with him on the Rock Island bridge above the muddy currents of the Mississippi.

When this case—Hurd et al. v. Railroad Bridge Company—came to trial before Justice John McLean in the United States Circuit Court in September, 1857, Mr. Lincoln, when addressing the jury, said he did not propose to assail anybody; that he expected to grow earnest as he proceeded, but not ill-natured. He alluded to the astonishing growth of Illinois, owing to the great westward travel. "Illinois has grown within my memory," he said, "to a population of a million and a half. This current of travel," he continued, "has its rights as well as that of the north and south. This particular railroad line has a great importance and the statement of its business during a little less than a year shows this importance. It is in evidence that 12,586 freight cars and 74,179 passengers have passed over this bridge. Navigation was closed four months last year and during this time, while the river was of no use, this road and bridge were valuable." It was at this time that he predicted that more traffic would cross the river on the bridge than would ever pass beneath it.

Mr. Lincoln said there was no practicability in the project of building a tunnel under the river, for there "is not a tunnel that is a successful project in this world. A suspension bridge cannot be built so high but that the chimneys of the boats will grow up till they cannot pass. The steamboat men will take pains to make them grow. The cars of a railroad cannot, without immense expense, rise high enough to get even with a suspension bridge, or go low enough to get through a tunnel; such expense is unreasonable.

"The plaintiffs have to establish that the bridge is a material obstruction and that they have managed their boat with reasonable care and skill. As to the last point, high winds have nothing to do with it, for it was not a windy day. They must



"Well, gentlemen, there is only one man in this country who can take this case and win it, and that is Abraham Lincoln."

over their cigars in the lobby of the Tremont Hotel, discussing the case.

"This man Hurd and his associates will, undoubtedly, secure a favorable verdict in the lower court," reasoned Mr. Knox. "owing to the prevailing sentiment."

"Well, we still have the United States Circuit Court open to us," commented Mr. Judd.

"And will need a strong, popular man to handle the case," interjected Mr. Knox.

"Well, gentlemen," said Mr. Judd, "there is only one man in this country who can take this case and win it, and that is Abraham Lincoln."

"And who is Abraham Lincoln?" queried Mr. Farnam.

"A young lawyer from Sangamon County," laughed Mr. Judd. "One of the best men to state a case forcibly and convincingly that I ever heard. And his personality will appeal to any judge or jury hereabouts. I heard him first at the waterways convention here in Chicago back in 1847 when we were after President Polk's scalp for vetoing as unconstitutional the bill which Congress had passed for the improvement of rivers and the construction of harbors in our Lake Michigan."

show due skill and care. Difficulties going down stream will not do, for they were going up stream. My investigation of the river currents show they help, instead of hinder, the passage of boats." Mr. Lincoln said he had much more to say, many things he could suggest to the jury, but he wished to close, to save time, reciting information he had obtained from the Brayton boy about the river currents.

In the end, however, the jury failed to agree and was discharged.



"This building here shall be the first depot of any railroad in Iowa."

It was then that Congressman J. W. (Long John) Wentworth, in an impassioned plea before the House of Representatives for the maintenance of the bridge, succeeded in having Congress, on January 4, 1858, instruct the Committee on Commerce (from which has developed our present Interstate Commerce Commission) to investigate and report "if the railroad bridge across the Mississippi river at Rock Island, Ill., was, in fact, a serious obstruction to the navigation of that river."

The committee reported that "the bridge does constitute a material and dangerous obstruction to the navigation of the river, but it is our belief 'that the courts have full and ample power to remedy any evil that may exist in that regard. At present we are disinclined to recommend any action by Congress in the premises.'"

Then came James Ward, a St. Louis steamboat owner, who on May 7, 1858, filed a bill in the United States District Court, Southern Division of Iowa, praying that the "bridge be declared a nuisance and ordered removed."

Judge John M. Love rendered his decision, declaring the bridge "a common and public nuisance," and ordered the Mississippi and Missouri Railroad Company to remove the three piers and their superstructure which lay within the State of Iowa."

But this was not done, because an appeal made to the United States Supreme Court came before that body in December, 1862, reversed the decision of the District Court and permitted the bridge to remain and forever settled the controversy, in the words of Associate Judge Catron:

"According to this assumption, no lawful bridge could be built across the Mississippi anywhere. Nor could harbors or rivers be improved; nor could the great facilities to commerce, accomplished by the invention of railroads, be made available where great rivers had to be crossed."

And Judge Grant's words, uttered years before, when the cornerstone was laid, became a prophecy:

"Never in the history of time will this vast expanse of water be void of this crossing, which is in the building at this hour."

THE MISSISSIPPI AND MISSOURI RAILROAD.

BRIGHT and dazzling came the sun to Davenport, across the Mississippi from the prairies of Illinois, on Thursday, September 1, 1858.

It was well after ten o'clock, when the two bands of the City began playing in front of the LeClaire House, on Fifth Street, and shortly a parade formed, under the direction of the Marshal of the Day, Mr. A. C. Fulton. First came the Odd Fellows, in full regalia, then the Turn Verein, and a large float containing forty or more of Strong Burnell's saw mill men. The assem-

bled people of Davenport, Rock Island and surrounding towns, then followed.

It was not long before the parade came to a pause at Fifth and Rock Island Streets, before a gayly decorated stand upon which the speakers of the day were waiting.

To the right of the platform, towards the river, the incomplete abutment of the great bridge was plainly visible.

These people, these fathers and mothers of a sturdy generation, were assembled, in companionship with their children, to witness the consummation of their fondest hopes—the commencement of the first railroad in their beloved State.

A short while before this day, they had gathered here to witness the laying of the corner stone of the great bridge, which was then beginning to take shape and show progress, and now, they were again assembled, to witness the turning of the first spade of Iowa soil, in consecration of their hopes and endeavors to the one great cause—a railroad.

They knew full well, that, across the river in Illinois, those constantly approaching parallel lines of iron rail would soon find an ending at the river's edge, and these people of Iowa were expectantly awaiting the first call from the "wonderful locomotive," as it paused on the opposite bank, hesitant, yet willing to follow the iron path of these peoples' building.

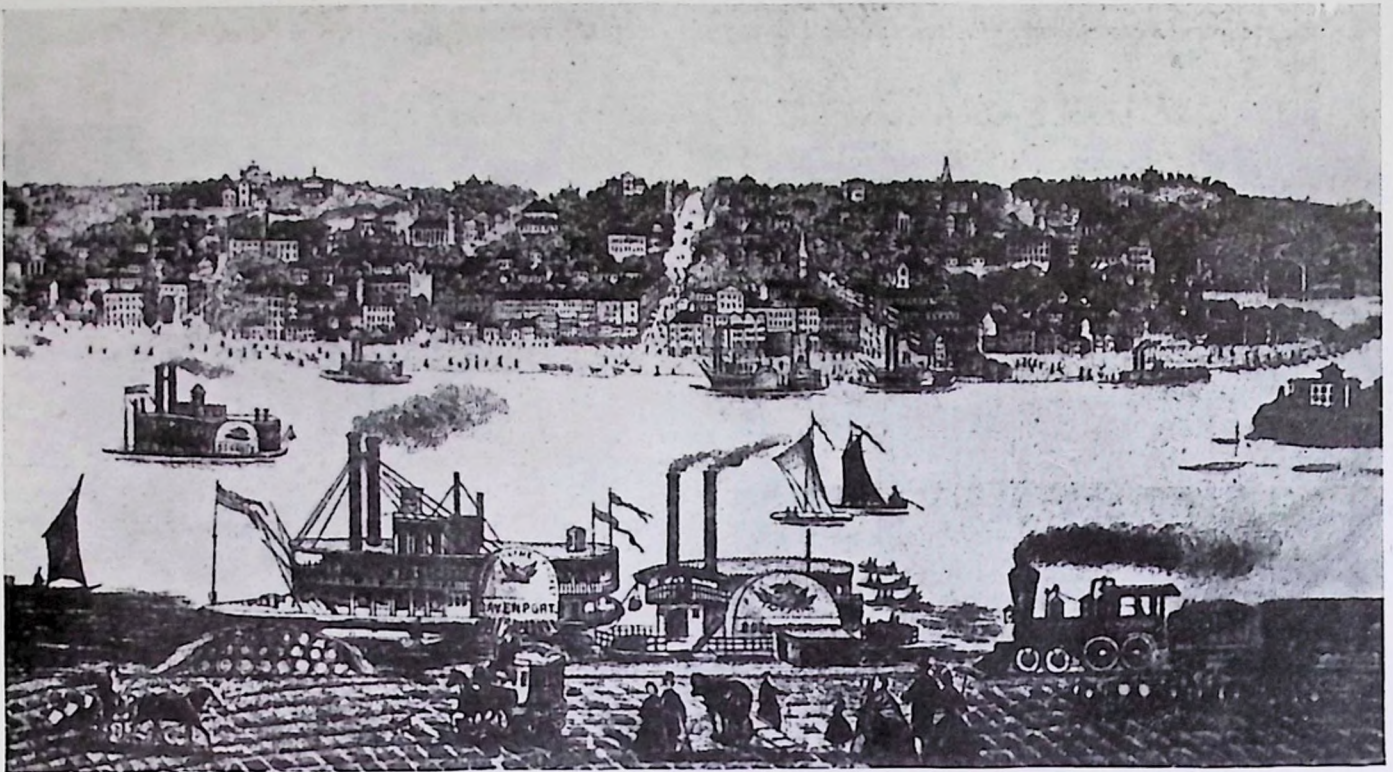
After the Rev. A. Louderbeck had invoked a Divine blessing upon the work and "Upon those who gave their time and services to this great undertaking," the Hon. John P. Cook, addressed the gathering and paid marked tribute to the "Railroad King of the West," Mr. Henry Farnam, and to Mr. Carmichael, the contractor.

THE FIRST EARTH TURNED.

Then Mr. Fulton said, "The time is here for the turning of Iowa's virgin soil in consummation of the effort and thought that has been directed to one project—the bringing of the 'iron horse' to the far-stretching prairies of our beloved State. Here among us today, is one countryman, a friend and loyal citizen, who has ever turned a listening ear to the call for assistance in gaining this end. Therefore, who has the greater right to carry forward the first shovel of earth in this vast enterprise, than Antoine LeClaire?"



Engineer Samuel B. Reed in his tent on the frontier west of Davenport with profile and map of the M. & M. Railroad before him.



"Bright and dazzling came the sun to Davenport, September 1, 1853."

As LeClaire stepped from the speaker's platform, the cheers of those assembled were heard across the river in Rock Island. With spade and wheelbarrow, he proceeded to level away the ground in accordance with center stakes set in line with the great bridge, placed a new red cedar tie thereupon, and tamped the earth firmly around about it. This was the first touch given to the GREAT ROCK ISLAND—the original railroad in Iowa. And of the seedling, then planted, who can say that the tree branches therefrom are not sturdy and strong.

As Antoine LeClaire returned to the platform, he looked over the upturned faces before him and said:

"This day is propitious to the generations of this State and I feel highly honored in having been selected as the one to accomplish this beginning. Years ago the great Chief Keokuk gave me freely of the lands hereabout, and I, in turn, am giving freely to this railroad of these lands, for right of way for its tracks and for its shops and yards. This building here," indicating the home built years before for his wife, "shall be, if desired, the first depot of any railroad in Iowa."

Samuel B. Reed, who had served as construction engineer of the Michigan Southern and Northern Indiana Railroad, the first to reach Chicago from the east, and who was at this time actively engaged in building the Chicago and Rock Island Railroad to the Mississippi, was even, on this memorable day, vitally occupied with the preliminaries for constructing this great integral part of the ROCK ISLAND SYSTEM—that part of the Mississippi and Missouri Railroad extending from Davenport 55 miles distant to Iowa City, the capital of the State.

Peter A. Dey had been selected as chief engineer and he collaborated, to a great extent, in the construction work.

To him, in 1855, came a young engineer from the Illinois Central Railroad and began work as an axman. He soon advanced to the position of assistant engineer of the Mississippi and Missouri Railroad and was entrusted by Messrs. Farnam and Durant to ascertain the most practical route beyond the Missouri river for a railroad to the Pacific ocean, in order that their road in Iowa might have a proper connection. This man was Grenville M. Dodge, to whom, possibly, more than to any other man, lies the credit for selecting the route now followed by the "Rocky Mountain Limited" train de luxe of the Rock Island.

He made a thorough reconnaissance from Davenport by way of Des Moines to Council Bluffs. The only inhabitants between these points were a few hunters and trappers, and he found at Council Bluffs simply a Mormon settlement—the last outpost of civilization on the road to far-off California.

The central and western part of the States at this date was almost wholly unsettled. During the succeeding years, up to 1857, he vigorously carried on his railway surveys in the

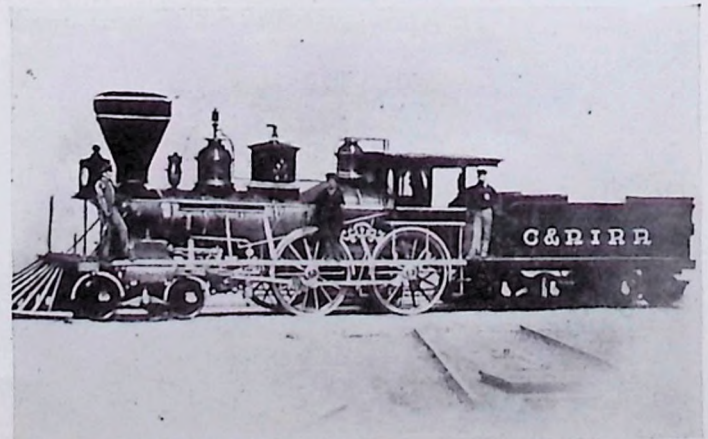
location of the road of the Mississippi and Missouri, now constituting the Iowa Division of the Chicago, Rock Island & Pacific Railway Company. It is demonstrable from all his work of this character that he has had few equals, and no superiors, as a locating engineer, instinctively grasping, as he always has, the topography of the country involved and securing for those railroads the best possible line.

During the year 1857 Abraham Lincoln, then counsel for Illinois railroads, visited Council Bluffs and conferred with General Dodge with reference to a Pacific railroad and its future. These matters were in the mind of Mr. Lincoln when he became President, and when the Union Pacific bill was under consideration in Congress in 1863, and the President was called to act in the matter, General Dodge was in command at Corinth, Miss. He then and there received a telegraphic communication to visit Washington to confer with the President concerning this gigantic project.

April 16, 1855, witnessed the arrival, at Rock Island, of three cars of iron rail, which had reached Chicago from England before the close of lake navigation the winter before, and which were quickly ferried across the river to the Davenport side.

THE FIRST RAIL IS LAID.

On June 29, 1855, the first railroad rail in Iowa was laid, and before another representative gathering the first spike was



"The first railroad wheel in Iowa began to turn."

driven into the track tie which Antoine LeClaire had tamped into place on that memorable September day previous.

The Davenport Daily Gazette of June 30th, 1855, stated:

"We have the important fact to announce, that on yesterday, the first railroad iron put down in the State of Iowa was laid upon the Mississippi and Missouri Railroad at this place. It is the construction of a temporary road leading from the river to Fifth Street, to convey the iron and locomotive to the bed of the above road, which is now in readiness for the superstructure."

July 10th, of this same year, witnessed the coming to Rock Island of a locomotive of 25 tons net weight, bearing in gold letters under the cab windows, the name, "Antoine LeClaire." The sand box on the boiler of this engine was of bronze, with a bust of Antoine LeClaire on one side and of Pocahontas on the other. This was the first locomotive to turn a wheel within the State of Iowa. While the mission of this engine was to

arrived at Rock Island, February 16, 1856, the river was frozen over so solid that this locomotive was dismantled and hauled across in sections by ox-team on the ice, and reassembled in the shops then building at Fifth and Main streets. The bridge, opening to traffic April 21st of this year, provided a direct means of passage for the other original locomotives, the "Sunset," "Mahaska," "Clark Durant," "Omaha," "C. W. Durant," "Samson" (switch engine), "Transit," "Iowa," "Des Moines," "Nebraska," "Iowa City," "N. B. Judd," and "Washington."

The first shops had capacity sufficient to take in three engines at a time, and the blacksmith shop was running four or five fires. Mr. C. Wright was foreman, then Mr. Braithwaite; Mr. Montgomery was foreman of the boiler shop, next to the round-house. The car shop could take in four coaches at once for repair. Mr. Fogg was its foreman, followed by Mr. E. G. Allen, father of L. M. Allen, Vice-President and Passenger



GREAT RAILROAD CELEBRATION, ON OCCASION OF THE OPENING OF THE MISSISSIPPI AND MISSOURI RAILROAD TO WASHINGTON, IOWA.—FROM A SKETCH BY F. HOPPE, OF WASHINGTON, IOWA.

"A train arrived in Washington amid the enthusiastic cheers of the people."

pioneer the way for the passing of the steamboat, yet it was by means of one of these boats, that the engine crossed the barrier of the Mississippi River.

On July 19th, 1855, at noon, the engine, under the supervision of the Chief Engineer, B. B. Brayton, and Contractor Carmichael, was let down the embankment on the Rock Island side upon a track built for the purpose, to a flatboat of ample dimensions, and was ferried over to a point at the eastern terminus of Fifth Street, where the track of the Mississippi and Missouri Railroad had its beginning. The engine was unloaded upon a connecting track extending up the steep side of the river, and was finally pulled to the top of the old railroad embankment, part of which is still visible at this day.

This engine was built by Messrs. Rodgers, Ketchum & Grosvenor, of Paterson, N. J., and was said to have been the best locomotive ever built in America at that time.

A leaning tree, on the property of Antoine LeClaire, and under which Chief Keokuk stood when bequeathing to the former, the 1,000 acres on which the original town of Davenport stood—had to be cut away before the engine could pass. A fire, made from "rattlings" brought from Wm. Renwick's sawmill nearby, was soon roaring within the firebox, and when the steam gauge registered sixty pounds, the throttle was opened, and the first railroad wheel in Iowa began to turn, amid the cheers and exclamations of the gathered throng.

Five other engines were ferried across in this manner, the "Isxett," "A. C. Flagg," "James Grant," "Oskaloosa," and "Muscatine." When the seventh engine, the "John A. Dix," had

Traffic Manager of the present Rock Island Lines. It goes without saying that until after 1860 the best men were needed to keep the road going.

Some of the first master mechanics were Mr. A. Kimball, who soon became superintendent of the Iowa Division, succeeding Mr. Moak; Mr. McLane and James McKinney. Mr. Chamberlain was an early foreman.

The constant flow of iron rail from Chicago, and ties from the banks of the upper Mississippi, combined with the almost superhuman efforts of B. B. Brayton, the chief engineer in charge, together with the forces under him, began to produce those visible signs of accomplishment that delighted the heart of every Iowan.

Up the steep grade out of Davenport, went the two parallel ribbons of iron, and on September 19th, the town of Wilton, 14 miles away was reached, and October 1st, 1855, saw the coming of the first steam locomotive across the rolling, flower bedecked prairies of this wonderful State.

Much opposition was offered to this plan of building direct to the State Capitol, by Muscatine, that energetic river city 27 miles below Davenport, and sentiment was very strong and often openly expressed against any diversion of the line from Muscatine.

IOWA CITY BIDS FOR ROAD.

William Penn Clarke and LeGrand Byington, had come from Iowa City to Davenport, to meet representatives of the Mississippi and Missouri Railroad Co., and prepared to subscribe for

stock in the new enterprise, "provided Iowa City was definitely determined to be made a point on the line" and to "offer a bonus of \$50,000, provided, a train of cars drawn by a steam locomotive stopped at the depot in Iowa City, on or before December 31, 1855."

These gentlemen were cordially received by Ebenezer Cook, Henry Farnam and Judge James Grant—then Mayor of Davenport—and were guaranteed that "although the pledges made by the Stock Commissioners to purchasers in Muscatine County must be fully kept, it will be the earnest desire of those now engaged in building this railroad, to secure the handsome bonus offered by the people of our Capital City, and you may return and tell them that we will stop a train at their depot, before January 1, 1856."

From Wilton Junction onward, Messrs. Farnam, Brayton and John E. Henry, Superintendent of the lines west of Davenport, had constant trouble in appeasing the residents of both Iowa City and Muscatine.

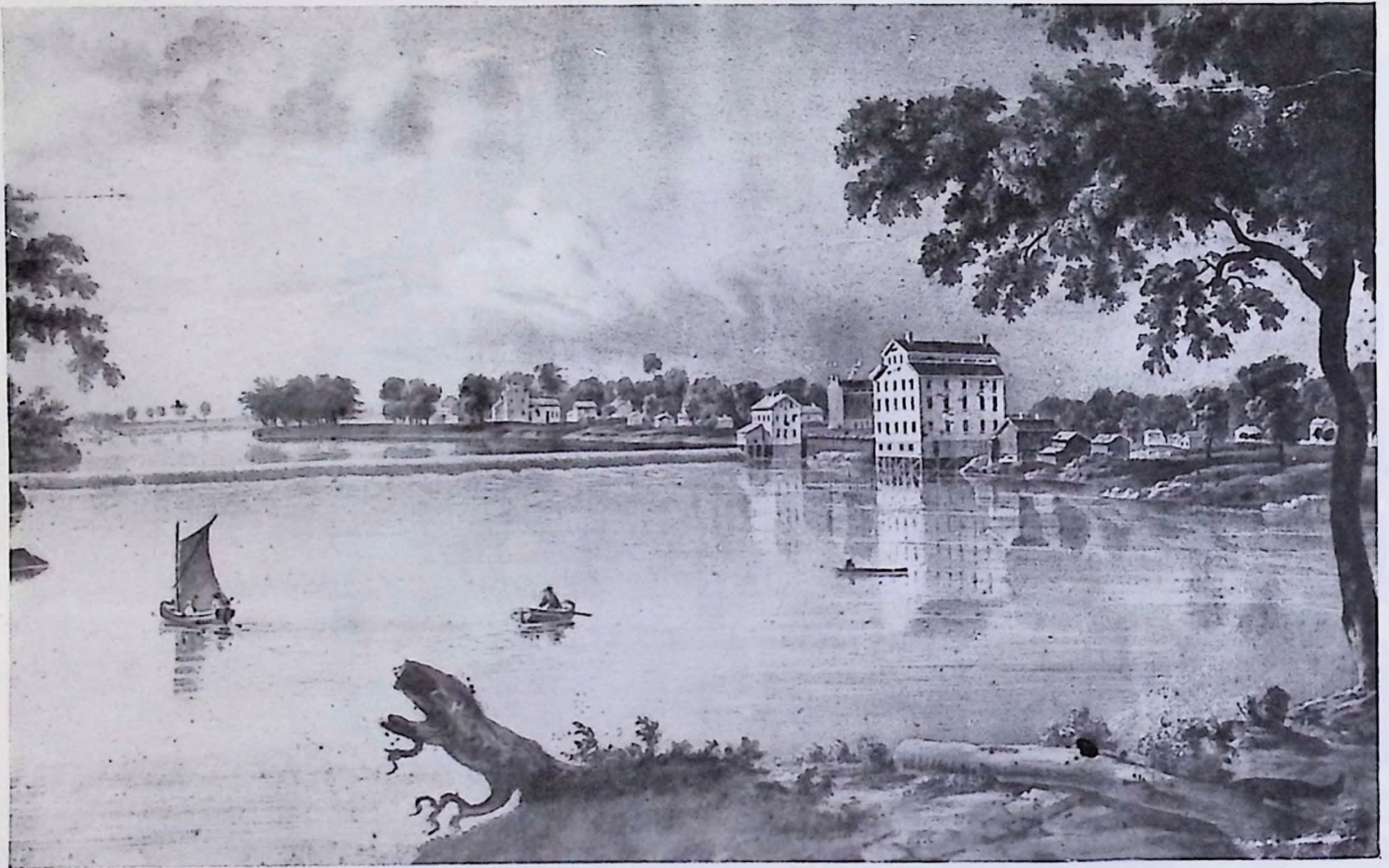
The track was being laid westward to the capital city as rapidly as conditions would permit and also southward towards

On this train was Mayor Boone of Chicago, accompanied by William ("Deacon") Bross, of the Chicago Democratic; Henry O'Connor and David Price of Davenport; Messrs. Harper of Oskaloosa, Ely of Cedar Rapids, Hornish of Keokuk, Russell of Washington, W. P. Clark of Iowa City, and Mr. Farnam, with his assistants, Samuel B. Reed and Benjamin Brayton, together with many other noted men and women of the period.

The banquet given in the Olgilvie House that evening was an event long cherished by many. The toasts and after dinner speeches were numerous and wonderfully complimentary to the "builders of this great pathway of commerce and travel." The grand ball following, which continued long into the next day, was, as The Daily Journal recorded, "a scene of splendor, of mirth and fascination with the poetry of a ball room."

THE RACE AGAINST TIME.

The completion of the line into Muscatine, permitted the concentration of all forces on the westward portion toward Iowa City and every one watched with feverish interest the



"The mills of Moline were passed in January, 1854."

Muscatine. While the former city calmly rested on its offered bonus of \$50,000 yet, the newspapers of Muscatine, exploiting the advantages of their geographic position, caused much unrest amid the residents of the inland capital.

THE FIRST TRAIN IN IOWA.

Tuesday, November 20, 1855, witnessed the coming of the memorable excursion train from Davenport—the first train ever operated within the State of Iowa. And it was to Muscatine!

At twelve o'clock, amid the drenching showers of an unlooked for rainy day, the two locomotives, "Muscatine" and "Davenport," came into the river city, drawing six over-crowded coaches and stopped before the Olgilvie House where the guests were warmly welcomed by Mayor Wallace. And then commenced a day and night of continuous celebrating.

The Muscatine Daily Journal of November 23, 1855, stated:

"At twelve o'clock, First street, in the vicinity of the Olgilvie House, and that spacious edifice, were thronged with strangers, together with almost the entire population of our city. They were there to witness the advent of the first train of cars ever run in the State of Iowa, one of the most sublime triumphs of mind over matter that perhaps the history of the world records."

race which Henry Farnam and his assistants were making against time.

At nine o'clock, on the night of December 31, 1855, the rails had been laid to a point within one thousand feet of the depot platform—that promised goal. The night was intensely cold, the thermometer registering thirty degrees below zero, yet, these toilers, fagged and bedraggled, forged ahead with dogged persistence. Many citizens, prominent within the Capital and State, toiled side by side with the regular workmen in an endeavor to bring success unto those who so well deserved it. Behind the track layers, moving forward inch by inch as the rails fell into place before it, came a locomotive—the "Iowa City." In the cab sat Charles Stickles, the engineer, ready to bring his engine to a standstill at the platform the instant possible. Under the red glare cast over the scene by numerous bonfires burning along the right of way, Mr. Farnam, together with his assistant, John Henry, could be seen walking among the laboring men, encouraging everyone to "win the bonus."

At eleven o'clock, the trackmen, exhausted and benumbed, had completed their task to the top of the elevation overlooking the depot platform two hundred feet away. At this critical moment the engine "froze up." And it was then that Henry Farnam, man of the hour, jumped to the front with a volunteer

following of citizens and workmen, laid the remaining rails upon temporarily placed track ties up to the platform and then, taking turns with pinch bars, pushing and pulling, forced the locomotive up to the end of the track just as the church bells began to welcome the incoming New Year. The pealing notes, coming across the frosty night, were almost unheard amid the rousing cheers given to those who struggled on to success. When the reaction came, the engineer fell unconscious beside his engine and was carried into the depot on the shoulders of his co-laborers.

On the morning of January 3, 1856, an excursion train left Davenport at 9 o'clock for the capital city, arriving there at two that afternoon amid the salute of artillery, the ringing of bells and the shouts of the welcoming crowds. The seven coaches were hardly adequate to care for the guests.

Among those who took this memorable trip were noted: The Hon. John A. Dix of New York; Dr. Maxwell of Chicago, also Wm. B. Ogden and Mayor Boone of Chicago; Mr. Dillon, of Davenport; Mr. Judd, Mr. O'Connor and many others. The guests were received in Representative Hall of the State House, in an appropriate address by LeGrand Byington, the President of the day. This was responded to by Dr. Maxwell.

Mr. Dix, president of the Mississippi and Missouri, according to the Iowa City "News," said in part:

"I believe I do not overrate the value of the line of railroad communication through your state when I designate it as one of the most important on this continent. It might be justly so termed if it were regarded in the light of a connection between the central and western portions of Iowa and the Atlantic seaboard. But it has a far more extensive importance. It is to connect the Upper Missouri and the districts of country bordering on it lying still further west, including the vast territory of Nebraska, with the Central and Atlantic States, to the prosperity of which the whole northwest is subsidiary, and to unite these great sections of the country in new bonds of interest and sympathy and in the mutual dependence inherent in their relative geographical positions and their respective capacities for production."

The Gate City (Keokuk) paper recorded the fact that, "In the evening, the capitol was packed to overflowing. The banquet tables were the admiration of all, both through the eye and palate, and the ladies of Iowa City were the recipients of many deserved compliments. After supper, dancing was the order of business in the House, while head-work in the way of toasts and responses, contra heel-work, was the order in the Senate Chamber. Taking the celebration as a whole, it was a splendid affair and the unbounded hospitality of Iowa City, will ever be a glad thought to her guests upon that occasion."

The scattered communities of this great commonwealth of Iowa, now began looking forward to an early consummation of their fondest hopes—that of concerted action in railroad construction—and particularly so from the Mississippi and Missouri Railroad, as Congress, on May 15, 1856, had granted that railroad 774,000 acres of land "to assist and encourage further activities in railroad construction" and authorizing them to "transfer and assign all or any part of the grant to any company or person, if in the opinion of said Company, the construction of said Railroad across the State of Iowa would be, thereby, sooner and more satisfactorily completed."

On July 23, 1856, the Washington Press—an active newspaper in that growing little city, the county seat of Washington County—stated: "Messrs. Dort and Butterfield want 500 men to work on their contract on the Mississippi and Missouri Railroad between Cedar and Iowa Rivers. Wages \$1.25 per day."

This article further stated, "From the above it will be seen that the Muscatine & Oskaloosa Road is being prosecuted with a good deal of vigor and we think our citizens need have no fears if they vote the \$50,000 proposed next Monday, but that we shall have a railroad within the time prescribed in the proposition."

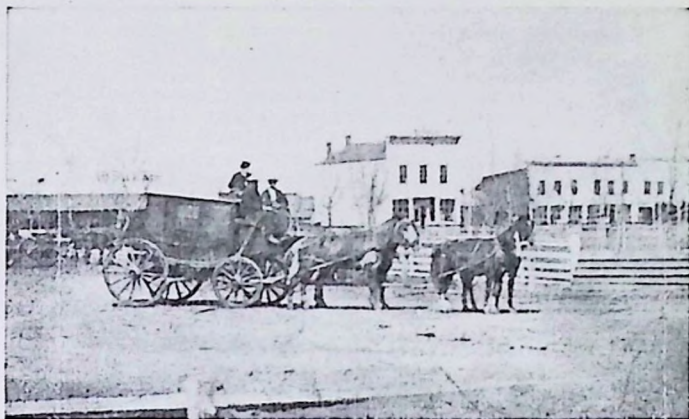
On Sept. 1, 1858, at 12:15 P. M., a train of 13 passenger cars drawn by the new locomotive, "Washington," and carrying between 700 and 800 passengers, arrived in Washington, amid the enthusiastic cheers of 6,000 people, all of whom were intent on celebrating this wonderful event. The engine was in charge of Engineer Abe Smith and Fireman Orion Beebe, while the train was under the direct charge of Conductor S. C. Root.

This portion of the road extending from Muscatine to Washington, 40 miles distant, was accepted from the contractors on the first day of January, 1859.

The people of that thriving little city, Des Moines, had, for some time, been loudly clamoring for visible evidences of a railroad—a project which they, as well as the other residents of Polk County, were prepared to assist financially when called upon. This was also largely true of Council Bluffs and, therefore, Mr. Farnam and his two associates, Messrs. Thomas C.

Durant and W. C. Durant, had practically arranged on or about May 8, 1857, to extend the road westward from Iowa City.

The Keokuk, Ft. Des Moines and Minnesota Railroad was, at this time, building northward from Keokuk under the leadership of General Hugh T. Reid, and had reached Bostonsport, 38 miles from Keokuk, and contemplated operating into Oskaloosa early in 1858. Mr. Farnam, impressed with the importance of connecting with this line from the lower Mississippi, immediately arranged for an extension of the Mississippi and



The stage coach used from Newton westward.

Missouri Railroad westward from Washington to intersect same at Oskaloosa, but on further consideration, he apparently thought it unwise to do so at that time.

COMPLETION OF THE KEOKUK.

This road, after constructing a few more miles of line towards Ottumwa, was interrupted in its building by the Civil War, and on June 1, 1864, under a plan of reorganization, the name of the road changed to the Des Moines Valley Railroad Company.

This line was known as the "Eastern Division," and extended from Keokuk, along the valley of the Des Moines River, through the counties of Lee, Van Buren, Wapello, Mahaska, Marion and Polk, to Des Moines, Ia. This road was sold under foreclosure by the sheriff of Polk County, Ia., Oct. 17, 1873.

Then came the Keokuk & Des Moines Railway Company, an Iowa corporation of Jan. 6, 1874, who from R. W. Hyman, R. C. Greer, J. A. Johnson, trustees, received by deed the previously mentioned property.

Mr. J. W. Givin, the first general freight and ticket agent, tells us that "The road was operated by the Hon. D. W. Kilbourne, Gen. H. T. Reid, Colonels C. H. Perry and William Lighton as lessees. George Williams was superintendent and Morris Sellers master mechanic. The road was extended from Eddyville to Pella in 1864, to Monroe in 1865, and reaching Des Moines August 28, 1866."

"Engine No. 1—the 'Keokuk'—in charge of Conductor Patch and Engineer Tibbits, arrived in Des Moines August 29, 1866, with the first train to enter that city, an excursion train from Keokuk. I was conductor of the first freight train to enter Des Moines, August 30, 1866."

The construction of the 40 miles of road between Muscatine and Washington had increased the bonded debt of the lines in Iowa by \$590,000 and although the gross earnings for the fiscal year 1859 were \$207,688.97, the net earnings for the same period were only \$97,889.45. The annual interest on the bonded debt amounted to \$145,300. This ratio of net earnings to fixed charges continued until the Company was compelled to suspend payment of interest on bonds. Such a condition could have but one effect and that was one of total suspension of further construction until a firmer financial condition prevailed throughout the country.

One of those unexplainable and unforeseen periods of depression had descended upon the financial condition of the country and was gripping the money market so stringently, that it was not until October, 1860, that the main line was extended to Marengo, Iowa, 31 miles west of Iowa City. June 2, 1862, found 119 miles constructed westward bringing the line within about 3 miles of the present city of Grinnell, Iowa.

That whispered word—Rebellion—had, at this period, become clearly audible throughout the country. Those historical debates between Abraham Lincoln and Stephen A. Douglas in Illinois, were now approaching and the unrest then rapidly

spreading over the country was vitally affecting every new project.

No presidential candidate in the past was ever more completely in the hands of his friends, nor apparently more invisibly ruled by destiny, than Abraham Lincoln, at this time, and the simple remarks of Mr. Norman B. Judd, seemed most fitting when, amid the historical surroundings of the "Wigwam," located at Market Street, between Lake and Randolph Streets in Chicago, he arose and said:

"I desire on behalf of the delegates from Illinois, to put in nomination as a candidate for President, Abraham Lincoln of Illinois."

For several years it was rumored that the railroad should "reach Newton in 90 days." But in 1865 it was completed only as far as Kellogg, 40 miles east of Des Moines.

On March 3, 1866, holders of the second mortgage bonds of the road, amounting to \$700,000 with over \$1,000,000 unpaid interest, entered suit in the United States Circuit Court to foreclose. On July 9th of the same year the Chicago and Rock Island Railroad took over the property at a public sale held before the courthouse in Davenport.

The last gun of that great struggle of the 60's had sounded, Grant and Lee had clasped hands at Appomattox Court House, April 9, 1865, leaving the States—still United—struggling upward to that level of unity, equity and understanding so clearly visioned by that great Lincoln, when in 1858, from the balcony of the Tremont House, in Chicago, he had declared those principles which, for a time, separated one great people, to the end that their ultimate unity must be only the more indissoluble.

Out of this devastation had come THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY, incorporated in Iowa, June 2, 1866, with Charles W. Durant as President, and John F. Tracy, Vice-President.

This Company constructed in 1867 the 41 miles of main line between Kellogg and Des Moines, Ia.

In 1869 this company constructed the main line westward from Des Moines to Council Bluffs, the last rail being laid on the heights overlooking the Missouri river, May 11, 1869.

On June 19, 1857, the people voted \$100,000 for construction of a road to Council Bluffs, but with the stipulation that none of the bonds should be issued until work was commenced in the country. Accordingly, it did begin in the Mosquito Creek Valley in 1858, but not a great deal of grading was accomplished and the building of the road at this end was suspended until 1868, under charter of the Chicago, Rock Island & Pacific Railroad. Then work was again resumed.

Mr. Farnani, who had continued as President of the Mississippi and Missouri Railroad from December 9, 1854, until June 5, 1863, bade the West goodbye and returned to his home among the Connecticut hills, leaving his friend and business comrade, Mr. Durant, at the head of the railroad of his building.

The consolidation of the properties, then existing in Illinois and Iowa, August 20, 1866, and forming the second railroad of exactly similar name, found John F. Tracy at its head.

This Company laid the rails across the virgin soil of Iowa, between Des Moines and Council Bluffs.

In 1872 the Chicago, Rock Island & Pacific Railroad Company of Iowa constructed the 28 miles of branch line between Washington and Sigourney. In 1875 an extension was constructed westward to Oskaloosa, 53 miles, where connection was had with the Keokuk and Des Moines line. The year 1876 saw the line completed through to Knoxville.

The Ft. Leavenworth Railroad Company, a Kansas corporation of August 2, 1871, constructed the 1.5 miles of railroad between Leavenworth and the Fort. On March 4, 1889, this property entered the Rock Island System through purchase.

In 1874, realizing the vast tonnage that would ultimately develop from the steel mills, then growing along the southern tip of Lake Michigan, where the Calumet river empties, the 7.5 miles of line between "South Englewood," now Gresham, to South Chicago was constructed.

The Platte County and Ft. Des Moines Railroad Company, incorporated in Missouri, January 4, 1860, was interrupted in its building northeastward, until after the close of the war and after several changes in title, became consolidated with the Southwestern Railway Company, of Iowa.

On September 25, 1869, this property became known as the Chicago and Southwestern Railway. This company extended the line southwestward between Washington, Iowa, and Cameron, Missouri, and then to the east bank of the Missouri River at Stillings, where, on September 11, 1871, the last rail was spiked into place.

The road reached Trenton June 24, 1871, at 11 o'clock. Mr. H. J. Hughes states in the Kansas City "Star":

"The machine shop, roundhouse, boiler and blacksmith shops, and other divisional buildings, were erected and equipped the following fall and winter. R. O. Carscadin, the first master

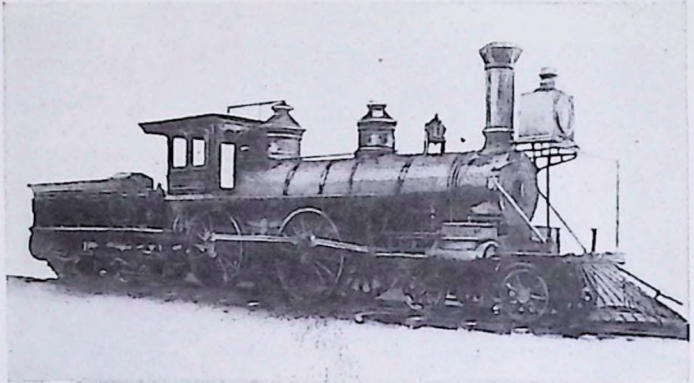
mechanic of the Missouri Division, came to Trenton in July, 1871, to superintend the installation of the machinery."

A provision of the mortgage, executed October 1, 1869, and which was guaranteed by THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD COMPANY, was to the effect that if the guarantor should be compelled to pay any installment of interest, the guarantor should then be entitled to foreclosure.

THE SILVER ENGINE.

PARIS, France, in 1867, held an "Exposition International" and invited the world to present its mechanical creations—among countless other things—for the consideration and approval of its world-wide visitors.

The Grant Locomotive Works, of Paterson, New Jersey, built a locomotive, shipped it across the Atlantic, reassembled it within the vast concourse of Transportation Hall, called it "America," and then awaited the words of approbation and



"When the 'America' stood in the train shed, at Van Buren and La Salle Streets, the people of Chicago were profoundly astonished."

praise which naturally arose. The engine was a thing of beauty—an eight-wheeler, its boiler covered with a jacket of German silver; its trimmings—the handles, whistle, pump, flagstuffs, headlight brackets—were of pure silver. On the sides of the tender were pictures of General U. S. Grant. All through the exposition it stood, confirmatory of the stories of fabulous wealth heralded across the ocean from America.

Mr. Alan Manvel, who, at this time, was acting as Purchaser of Supplies for the Rock Island, was a visitor at the exposition and mingled with the crowd who viewed this thing of mechanical splendor. He cabled Mr. Tracy, then president, told of the impression made upon all, and suggested its purchase. The latter began negotiations with the locomotive works and before the close of the exposition it was announced that the Rock Island would use this wonder locomotive in taking "our friends from Europe into the new Eldorado of Iowa and Nebraska."

When, in May, 1869, the "America" stood in the train shed of the Rock Island's new railroad station—the second one—at Van Buren and La Salle streets, the people of Chicago were profoundly astonished.

On the eleventh of May, 1869, the rails of the Rock Island entered Council Bluffs, and on the morning of June 4, 1869, this "Silver Engine" started on its maiden trip from the Great Lakes to the Missouri. Glistening and ribbon bedecked from its Paris triumph, the "America" sped along that railroad of which James Grant and Antoine Le Claire had dreamed, taking its train of seven coaches safely into its terminal overlooking the waters of the Missouri. On the train were President Tracy, members of the board of directors, their wives and a number of prominent Chicagoans.

The train left the La Salle Station early and made a daylight trip to Davenport. Thousands along the road paused as this thing of silver flashed into view. Mrs. Jeanette Curtis, now living in New Brighton, N. Y., was a little girl of Morgan Park at the time. She states, "When the glittering mass of shining silver was seen approaching in the distance and the clear tones of the silver bell reached our ears, there was a wild shriek from us children as we danced with delight and exclaimed. 'Here comes the gold and silver engine!'"

Henry Mills of Mt. Vernon, Wash., said, "When the silver engine 'America' passed Marseilles my father and three of us boys gave it a grand salute with a small cannon which we possessed. The Rock Island meant a great deal to us. It was the first railroad we ever saw."

Mr. A. Watson of Joliet, Ill., tells us: "I remember very distinctly the passing through Morris of the 'Silver Engine' in June, 1869, and the train behind it. The engine cab had the word 'America' under the window. On each side of the tender was a painting of General U. S. Grant. It was considered to be the finest train in the world. The newspapers made mention of the engine's coming and people for miles around were at the depot, or along the right of way to see the sight. I was well acquainted with Henry ('Hat') Knickerbocker, the engineer, and I was afterwards told that the fireman's name was Albert Lund. The conductor in charge of the train was Oliver Fellows."

Mrs. Allie Durst Pendleton, of Quincy, Ill., says: "I well remember the 'Silver Engine.' When it would pass our home at Minooka we were aware of its coming by the beautiful tone of its silver bell."

When the train, on its memorable run, reached Colona, the supply of wood—used along with coal for fuel—began to fail, and when the train stopped at a nearby "wood yard," the president, together with several directors, walked to the head end of the train and helped the fireman "wood up."

Into Davenport went engine and train on time, making the run in six hours. By special arrangement, the train remained there until the following morning. During the night every man available was secured and put to polishing the silver for a presentable appearance on the next day's run.

The next evening witnessed the coming of this wonderful engine and train into Council Bluffs. Here the entire town turned out in welcome to the "silver special" and celebrated in fitting manner the completion of the Rock Island into their midst.

In 1871, when the Government called for bids for handling the U. S. mail westward from Chicago, the contending roads appear to have been the Northwestern and the Rock Island. The railroad which averaged the best running time between Chicago and Council Bluffs secured the contract. The "silver engine" was entrusted with the job of winning this remunerative contract.

Mr. J. E. Jones, now of McAlester, Okla., said: "I saw 'silver engine' 109 make its famous race with the Northwestern. The Rock Island put flagmen at every crossing and ordered that no live stock should pass for two hours or teams for thirty minutes prior to the flight of this train. My life-long friend, Thomas Holmes, was the engineer, and it took a lad like him—for he was only 19 years old—to win it. The Rock Island beat the Northwestern nine hours from Council Bluffs to Chicago on the first lap and 27 hours on the return trip, because the Northwestern had an accident and went into the ditch.

"The excitement along the Rock Island route was intense, because sentiment seemed to center around this engine of silver. I saw several thousand people on the first morning gathered along the track, all eagerly scanning the eastern horizon for the first signal of smoke. Suddenly the clear call of the silver whistle was heard. A flash of glistening white, a single note from the silver bell, and the lad with his engine and train were come and gone, speeding onward with youthful eagerness to win laurels for his railroad!" The "Silver Engine" was exhibited at the Philadelphia exposition in 1876.

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In 1871 the Chicago and Southwestern Railway Company constructed the "Atchison Branch," between Edgerton Junction and Winthrop, Missouri, a distance of 28.89 miles.

F. H. Winston was President of the company at this period; James N. Burnes, Vice President; N. P. Ogden, Treasurer, and H. M. Allen, Secretary and General Agent.

The Peoria & Rock Island Railway Company came into existence under an act of the Illinois Legislature of March 7, 1867, which company had planned to "construct, reconstruct and fully finish a railway with one or more tracks from Peoria to Rock Island." This company in 1868 graded and laid part of the track between Rock Island and the then slowly developing coal fields in the neighborhood of Coal Valley, 30 miles south-east of Rock Island.

The unsettled financial conditions following the tumultuous period of the late sixties precluded further work, and this property, on Sept. 30, 1869, was consolidated with the present Rock Island & Peoria Railway Company.

In 1876 the people of Milan and Cable were clamoring for railroad facilities, and on April 29 of that year they incorporated the Rock Island & Mercer County Railroad, which company after constructing the 22 miles of line now existing between these two points, became a part of the Rock Island & Peoria Railway, on June 10, 1903.

In 1894 the Preemption Eastern Railway Company of Illinois, a corporation of Dec. 22, 1893, constructed the five miles of line between Preemption and Sherrard, Ill. This property also, on

June 10, 1903, became a factor in the Rock Island & Peoria Railway.

The disconnected condition of the joint properties existing around Peoria in the early eighties demanded some means of terminal connections, and the Peoria Terminal Railway Company came into existence under the laws of Illinois, Feb. 17, 1885. After constructing the line from Peoria to Monmouth Junction, three miles in length, this property was absorbed by the Rock Island & Peoria Railway Company on June 10, 1903.

The Rock Island & Peoria Railway Company was incorporated Oct. 9, 1877, and absorbed the four various railroad properties hereinbefore stated. On June 11, 1903, the Rock Island & Peoria Railway Company, through deed of sale, became a part of the ROCK ISLAND SYSTEM.

On the morning of September 26, 1871, an historic train left Chicago for Leavenworth, in commemoration of the completion of "a continuous line of railroad from the Great Lakes to the Mississippi." Many notables of that day and their wives, were guests of the railroad. The President of the United States, Ulysses S. Grant, together with Mrs. Grant, were the guests of honor. They came from Cincinnati, over the Chicago, Hamil-



President Grant's parlor car.

ton and Dayton Railroad, but, were forced to board the special train at Washington Heights, owing to some delay in Indiana.

Hugh Riddle, Vice-President and General Superintendent, made the entire trip. President Winston of the Chicago and Southwestern, together with Morris Seymour, Chief Engineer, also accompanied the party. Thomas F. Cook, nephew of Ebenezer Cook, of early Rock Island history, boarded the train at Davenport. Judge Shanklin, of Trenton, Missouri, who, a few years later, became the business associate of Marcus A. Low, the great man of the ROCK ISLAND road in Kansas, was also an interested and entertaining guest.

The Silver Engine, "America", made the complete trip "around the loop," from Chicago to Leavenworth, thence to Council Bluffs and to Omaha, returning to Chicago, where the party arrived on the evening of September 30th.

One of the strangest meetings of record probably occurred on this train. The President, with Mrs. Grant, were visiting among their friends and viewing with interest the varying panorama beyond their car window, when suddenly, a hush fell upon all those present as a commanding figure entered the parlor car and stood for a moment looking at the President.

Colonel D. R. Anthony, who chanced to be standing near, turned to the President and said, "Mr. President, it is my pleasure to introduce General Beauregard, whom, I believe, you have not met as yet."

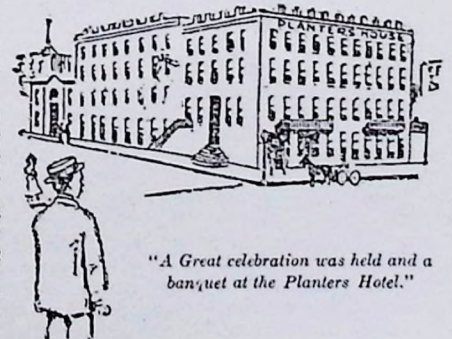
The President arose with a cordial smile, removed his cigar from his mouth and advancing across the open space toward the famous Confederate General, held out his hand.

"Indeed I am glad to know you personally, at last," he said. As the great ex-Confederate General clasped the outstretched hand of the President, he relieved any possible embarrassment of the moment by saying, "I, too, am glad to know you, Mr. President. I often heard you when you were only General Grant. Now I am delighted to see you."

As they composed themselves, side by side and entered into the general repartee of the occasion, many of those present, with the great lesson of the Civil War still lingering in memory, realized that the cementing of a lifelong friendship and firm understanding of what was once the Blue and the Gray had begun.

A great celebration was held on arrival of the train at Leavenworth.

The Planters Hotel, that imposing four story building at main and Water streets, witnessed a banquet, the like of which this hostelry, so full of romance of ante-bellum days, had never before experienced.



"A Great celebration was held and a banquet at the Planters Hotel."

This hotel held a strange interest for the President of the United States because his friend, Colonel Anthony, had figured prominently in a number of shooting affairs within these walls—and being a great raconteur, had often related tales of them to General Grant. Furthermore, it was built by southern men and to be "forever controlled by southern men for southern gentlemen," and much of the border sentiment, so prevalent in the early 60's, originated here.

Mayor Holderman, of Leavenworth, received the distinguished guests with a few appropriate words, referring particularly to the "great honor conferred upon the West—for Leavenworth and Kansas are truly of the great west country—by the presence of the President of the United States and his friendly opponent of yesterday, General Beauregard."

Responses were made and toasts spoken by such men as Colonel D. R. Anthony; Senator Caldwell, of Kansas (and for whom the border town of Caldwell was named); Judge H. M. Allen; and Attorneys Thomas Fenelon and L. B. Wheat.

Hugh Riddle also told the distinguished gathering of the "great pleasure afforded the ROCK ISLAND RAILROAD, in being able to bring some of the greatness of the East to a meeting with equal greatness of the West and South."

President Winston, of the Chicago and Southwestern Railroad, dwelt upon the greatness of the hour, and "that the President, in comfort and peace, could safely travel half across the continent in four days, visit parts of his country never visioned by him before and still, be absent from his official household only ten days."

In the afternoon, the visitors were driven to Fort Leavenworth, where a review of troops was held. It was at this time that Senator Caldwell suggested that the President drive the Senator's "high stepping team of Kentucky thoroughbreds" and told him "it will confer a great honor upon me if you will drive Mrs. Grant to the Fort behind them."

It was quickly arranged and after the President was some distance on the road, the team became startled, and had it not been for the quick action of a member of the Guard of Honor, another story might herein be told.

The Chicago "Tribune" of September 29, 1871, published a telegram from Iowa City, stating:

"At twelve o'clock today, the head of the famous engine, "America," which has drawn the excursion train on its whole route from Chicago, was turned eastward over the ROCK ISLAND RAILROAD, toward home, where the party expect to arrive early on Friday morning.

"The excursion has been, in some respects, a most remarkable one—because on this train two men who directed the contending armies at Pittsburg Landing and Manassas Junction, where the fate of the Nation trembled in the balance, clasped hands for the first time—and in friendship.

"The party will have traveled over 1,500 miles by railroad, controlled by one company and without either changing engine or cars. They have been served with both beds and meals on the train during the whole trip.

"At a called meeting in the Ladies' car this P. M., resolutions were passed, expressing the extreme appreciation of the excursionists in regards the perfection of the railroad's appointments, track, equipment, service, etc., and particularly their gratitude to President Winston, for the protection, consideration and 'never to be forgotten pleasures' afforded them."

* * *

In December, 1879, an operating agreement was entered into with the Hannibal and St. Joseph Railroad, through which the trains of the ROCK ISLAND entered Kansas City, from Cameron Junction, Missouri.

September 4, 1876, saw the incorporation of a railroad which, for some time, was to be known as The Iowa Southern and Missouri Northern Railroad Company.

The corporation was primarily intended to "purchase, improve, maintain and operate the railway now known as the main line of the Chicago and Southwestern Railway," extending from Washington, Iowa, to Leavenworth, Kansas, which property, through the act of E. R. Mason, Master in Chancery, was sold, by deed, on November 1, 1876, to the corporation first mentioned.

The I. S. & M. N. railroad, in turn, acquired the Des Moines, Indianola and Missouri Railroad, June 9, 1870, which line, 22 miles in length, extended between Des Moines and Indianola, Iowa.

Dow L. Berry, editor of the Indianola "Record," states:

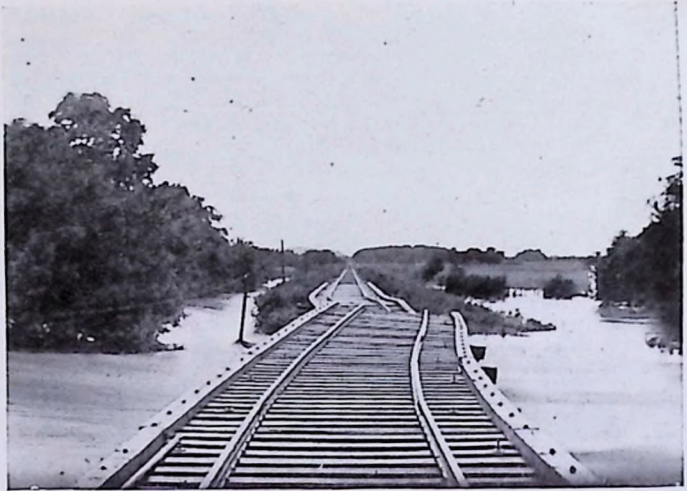
"My father, W. H. Berry, informs me that the first train came in here in November, 1871. He was living at home at the time and graduated from college here in the spring of 1872. I have heard him tell of coming out from Des Moines with some of his classmates and jumping off the train as it came through the pasture."

Also the "Atchison Branch," by deed of sale from Johannes Berg, Trustee, September 27, 1879.

The Des Moines, Winterset and Southwestern Railroad—incorporated in Iowa February 21, 1871—and whose line of railway, 26 miles in length, extended between Winterset and Sumner, Iowa, became the property of the I. S. & M. N. on October 23, 1879.

The "Madisonian" of Winterset recorded at the time:

"The first train entered Winterset from the east Thursday, February 29, 1872. It had snowed during the night, but nothing daunted, a great number of people on foot, on horses, in carriages and wagons, came to witness the arrival. When the engine and cars moved to the depot site they were jammed and covered—on tank, on boiler, on cowcatcher, everywhere, with men and women, boys and girls. At 4 o'clock when the last rail had been laid, a procession formed, headed by Winterset's excellent brass band and the railroad employes were marched to the Hotel St. Nicholas where, with some of the officers of the railroad and press representatives, they sat down to a magnificent dinner given by Mayor Cavenor."



"When these rivers had overflowed their banks."

The Iowa Southern and Missouri Northern Railroad Company, together with the foregoing properties, became a part of THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY COMPANY, June 3, 1880, when the consolidation of railways of similar name was effected in both Illinois and Iowa.

This company has constructed, since its reorganization, the following lines:

Year.	From—	To—	Miles.
1881	Davenport, Ia.	Muscatine, Ia.	26
1890	South Omaha, Nebr.	Lincoln, Nebr.	52
1891	Minco, O. T.	Chickasha, O. T.	19
1892	Chickasha, Okla.	Texas State Line	83
1893	Lincoln, Nebr.	Jansen, Nebr.	55
1902	State Line—Liberal, Kans.	Texhomo, O. T.	56
1911	State Line—Bravo, Tex.	Santa Rosa, N. M.	112
1898	Chickasha, O. T.	Mountain View, O. T.	51
1900	Mountain View, O. T.	Mangum, O. T.	47
1902	Bridgeport, O. T.	Anadarko, O. T.	37
1903	Chickasha, O. T.	Lindsey, O. T.	25
1903	El Reno, cut-off		2
1903	Lawton, O. T.	Chattanooga, O. T.	21
1903	Gresham, Ill.	Blue Island, Ill.	5
1904	De Valls Bluff, Ark.	Des Arc, Ark.	14
1899	Des Arc, Ark.	Searcy, Ark.	24
1901	Anadarko, Okla.	Lawton, Okla.	36
1906	Coalgate, O. T.	Lehigh, O. T.	6

Into the System, at this time, came also the following lines:

The Avoca, Macedonia and South Western Railroad Company, constructed during 1880 an extension of 17 miles between Avoca and Carson, Iowa.

The Newton and Monroe Railroad Company, formerly incorporated April 4, 1871, as the Iowa, Minnesota and North Pacific Railway Company, but changed to the former name on August 25, 1877, at which time the 17 miles of track between Newton and Monroe were constructed and placed in operation.

The Atlantic and Audubon Railroad Company—incorporated in Iowa, June 20, 1878, and which constructed the 25 miles of branch line extending between Atlantic and Audubon, Iowa.

Atlantic Southern Railroad, an Iowa Corporation of November 22, 1879. During that year and in the early part of 1880 the line to Griswold, Iowa, 10 miles in length, was built.

A little later on—March 16, 1899—the Avoca, Harlan and Northern Railroad, an Iowa corporation of June 21, 1878, and which company, in 1878, constructed the 11 miles between Avoca and Harlan, Iowa, became a part of the Rock Island.

On September 3, 1890, the Guthrie and North Western Railroad became a part of the ROCK ISLAND. This company, incorporated in Iowa November 25, 1879, constructed, in 1880, the 14 miles of railroad between Menlo and Guthrie Center.

Likewise, on January 25, 1890, the Keosauqua and Southwestern Railroad, became a part of the Rock Island.

Incorporated in Iowa, March 25, 1880, the company constructed the five miles of line now existing between Mt. Zion and Keosauqua.

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On July 14, 1899, the State of Iowa granted right to the Gowrie and Northwestern Railway Company, "to construct, maintain and operate a line of railroad from Gowrie, in Webster County, to a point on the northern or western border of the State.

This resulted in the construction of the 109 miles of line between Gowrie and Sibley, in Iowa.

Through deed of sale of December 31, 1900, this property became an integral part of the ROCK ISLAND SYSTEM.

On March 22, 1880, the St. Joseph Union Depot Company was incorporated in Missouri "for the purpose of constructing, establishing and maintaining a union station for passengers and freight depots, in St. Joseph, Mo." The Rock Island became jointly interested in this property on the above date.

The South St. Paul Belt Railroad Company was incorporated in Minnesota, Oct. 15, 1889, and constructed in 1901 the three miles of track now existing between Inver Grove and South St. Paul, also the 12 miles between Rosemont and Newport.

The Minneapolis & South St. Paul Terminal Railway (formerly the St. Paul Terminal and Transfer Company, a Minnesota corporation of May 21, 1902, the name being changed May 6, 1903,) constructed the line of railway from South St. Paul to Newport.

The St. Louis, Rock Island Terminal Railway Company was incorporated in Missouri June 27, 1902, for the purpose of constructing approximately 12 miles of main line through the city of St. Louis "from a point on North Market street near First street, to Olivet, in St. Louis County." This property, on Feb. 11, 1907, through deed of sale, became an integral part of the ROCK ISLAND SYSTEM.

The Morris Terminal Railway Company, an Illinois corporation of Feb. 10, 1905, constructed within the vicinity of Morris, Ill., two miles of main track and four miles of sidings, during 1905 and 1906. On July 1, 1914, the Rock Island acquired this property through ownership of 100 per cent of the capital stock.

* * *

THE CHOCTAW, OKLAHOMA & GULF RAILROAD.

APPARENTLY responsive to, and coincident with, that great movement which constructed the ROCK ISLAND RAILROAD westward from Chicago, across the Mississippi to the prairies of Iowa, came a similar activity in Memphis, Tennessee, and throughout the State of Arkansas, resulting in the launching of a railroad a second time, across the "Father of Waters." This time it was westward from Memphis into that delta-like country extending toward Madison, Devalls Bluff and Brinkley, Arkansas, and called into play that courage which has ever determined the character of our American pioneer.

From Memphis, across the valleys of those great rivers, the Mississippi, St. Francis, White and Arkansas, the outlook to a fellow traveller in the early 50's was one of interrupted steamboat and stage coach travel.

When these rivers, swollen by extensive rainfall, had overflowed their banks, the going was less tedious because the stage coach was necessarily discarded and the steamboat carried one more comfortably, regardless of the fact that it was anywhere from six to twenty feet above that part, where, in normal times, the coach swung lazily forward.

And it is no wonder, when, in 1852 the Arkansas Legislature was petitioned for a charter granting "right to build and operate a railroad from the Mississippi River opposite Memphis, Tenn., to Little Rock, Ark.," the people of that section voiced their admiration, at least, of the courage of those, who had volunteered to "practicalize a dream so ridiculous" by building the Memphis and Little Rock Railroad.

However, the early history of this road as recorded by Dallas T. Herndon, Secretary of the Arkansas Historical Commission, in his Centennial History of Arkansas, states:

"On January 11, 1853, Governor Conway approved an act of the Arkansas Legislature granting a charter to a company to construct a line of railway from the Mississippi River oppo-

site Memphis to Little Rock. This was the second railroad company incorporated under the laws of Arkansas, but it was the first to place a railroad in actual operation. The company organized soon after the charter was granted and before the close of the year 1854, Bacchus Ford, chief engineer, had completed the survey, a distance of 133 miles. The Little Rock "True Democrat" of December 15, 1857, said: "The road has already been partly completed and is entitled to the glorious eulogy of being the first to start the "Iron Horse" on the soil of Arkansas."

TIED DOWN THE RAILS.

As the embankment of this original line was constructed of minimum height and long before the creation of the St. Francis Levee had afforded protection from overflow, the Mississippi River frequently covered the entire territory for 40 miles to the St. Francis river, and the adjoining bluffs. Naturally the track, during these flood periods, was covered with moving water anywhere from two to eight feet deep. The iron rails, brought over from France to New Orleans and thence up the Mississippi river by steam boat, weighed 52 pounds per yard and consequently were of insufficient weight to hold the wooden cross ties in place, against the current, although the movement of the water was slight, and it was often the fact that miles of track were held on the embankment where same existed, by means of chains, wire and rope, fastened to trees on the upstream side of the track.

Most of the line between Hopefield Point and Madison, was laid on pile trestle bridges, owing to the impossibility of creating a stable railroad embankment without extensive hauling in of earth and rock at a prohibitive expense. The line between Eden and the Cache river was laid wholly on this form of bridging.

Mr. H. L. D. Whitson, now a resident of Brinkley, tells us that "just after the war the railroad company operated a steamboat between Memphis and Madison via the St. Francis River. Chidester and Searles operated a stage coach line from Madison to Clarendon, over the old Military Road and the railroad company a steamboat between Clarendon and Devalls Bluff, then again by rail to Huntersville (now Argenta), just north across the Arkansas River from Little Rock.

"I remember seeing the construction gang laying the iron rails into Brinkley. The contractor used a white horse named 'Mazeppa,' whose duty it was to pull a flat car of iron rail



"I remember seeing the construction gang laying the iron rails into Brinkley."

along with the track laying gang. He was hitched to the car with a long rope, and it was delightful to watch him as he picked his way along at the side of the irregularly placed track ties."

HERNDON'S HISTORY OF ARKANSAS.

Mr. Herndon's Centennial History of Arkansas further states: "The company was trying to complete the road from Hopefield to the St. Francis River, a distance of forty miles, and that the president, Edward Cross, had announced that it could not be built through to Little Rock unless the subscriptions to stock were greatly increased and payments made more promptly than they had been up to that time. The road was completed to Madison on the St. Francis River, and trains began running regularly early in 1858. In his message to the Legislature in 1856, Governor Conway said:

"The General Assembly, at its last session, granted to the Memphis & Little Rock Railroad Company the lands appro-

printed by Congress to aid in building the eastern branch of the Cairo & Fulton Railroad." (Now the Missouri Pacific System). This land grant amounted to 365,539 acres, but in 1856 the demand for land was limited and the company realized but very little from land sales for several years.

"On January 9, 1862, the company advertised that the railroad was open between Devalls Bluff and Brownsville, and on February 20, 1862, it advertised that trains were running between Devalls Bluff and Little Rock. The fare between Memphis & Little Rock was \$10.00. Between Devalls Bluff and Madison there was a gap that had to be filled by stage and steamboat. As the advertisement throws considerable light upon transportation conditions of that day, it is here reproduced:

12 months after it
made to me by it. Another, and the title there-
after, should not be confirmed.
Jan. 16, 1862. O. W. A. BEAUMONT.

MEMPHIS AND LITTLE ROCK

RAIL ROAD,

Open from Brownsville to Devall's Bluff

Only Twelve Hours Staging Between
Memphis and Little Rock!

PASSENGERS by this route will no longer be subjected to the fatigue of night riding on the stage. The new sidewheel steamer CHARM, running in connection with Hanger, Rapley & Gaines' line of stages, will carry passengers from Devall's Bluff to Clarendon—giving them seven hours at night for sleep.

Stages leave Little Rock daily at 8 o'clock A. M. Through tickets can be procured of J. L. PALMER, General Ticket Agent, at the Anthony House. Freight carried on the most reasonable terms. A regular tri-weekly line of freight boats, from Memphis, connect with the road at Devall's bluff.

S. B. BEAUMONT,
Jan. 9, 1862. If Gen. Agt. M. & L. R. R. R.

Beef Hides and Peltry.

at Little Rock, Ark.

"Hanger, Rapley & Gaines are running the new sidewheel steamer 'Charm' between Devalls Bluff and Clarendon, in connection with their double daily line of stages from Clarendon to Madison, making the trip comfortable and pleasant and twenty-four hours shorter than by any other route. A regular line of packets from Memphis connects with the road at Devalls Bluff, offering excellent facilities for the shipment of freights at all seasons and without the risk and delay attending the navigation of the Arkansas River.

"Cars leave Little Rock every day at 8 o'clock a. m. and arrive at Memphis next day at 4 o'clock p. m. Returning, leave Memphis at 7:30 o'clock a. m., arrive at Little Rock next day at 4:30 p. m. Tickets can be procured of J. L. Palmer, Anthony House, Little Rock, and at the ticket office of the Memphis and Charleston Railroad at Memphis.

S. B. BEAUMONT,
General Agent, M. & L. R. R."

"The trip by rail between Little Rock and Memphis is now made in four hours, but in 1862 it required thirty-two hours, and the railroad company seemed proud of the fact that this was 'twenty-four hours shorter than by any other route.' The section between Devalls Bluff and Madison was not completed until after the war. By the act of July 31, 1868, the railroad company was entitled to state aid, in the form of bonds at the rate of \$10,000 per mile, or a total of \$1,200,000. With this encouragement, the gap was closed, the last spike being driven on April 11, 1871. The 'Gazette,' giving an account of the event, said 'We are now bound to the Bluff City—when the water gets out of the way.'"

Mr. J. M. McClintock, who now lives in Devalls Bluff and who came to that point as Captain of the 33rd Illinois, in 1863, said:

"They commenced constructing the line from both Little Rock and Memphis at the same time and when I came here with the army in 1863, considerable of the grading was finished and quite an amount of rail laid on that part of the line between Memphis and Madison. That part of the line into Little Rock was completed, but no attempt at maintaining train service was made because they had but one engine, and when the Union forces took over this section, they brought several engines and a number of cars with them and operated the line."

BRINKLEY HEADS THE RAILROAD.

After the close of the war, R. C. Brinkley—and for whom the present city of that name was called—went to the head of affairs

as President. In the latter part of 1865, after becoming associated with Messrs. Worsham, Goodloe and Williams, they began the rehabilitation and completion of the entire line from the Mississippi to the Arkansas River.

Early in 1866, on the west bank of the White River, the town of Devalls Bluff was laid out, the railroad owning the town site and it was then the general opinion that this point would develop into one of the principal cities of the state.

The only means of transportation from points on the White



"The first train was pulled by the locomotive 'Brinkley'."

or St. Francis rivers was by steamboat, and Mr. McClintock states, "It took four days and nights to make the trip to St. Louis. From Devalls Bluff to Memphis required 36 hours."

On February 17, 1871, the line was fully completed into Brinkley from the Mississippi and, in this connection, Mr. McClintock recalls that "The road advertised through service at this time from Little Rock to Memphis, however, there was seventeen miles of the line between Devalls Bluff and Brinkley which was negotiated by boat or stage, via Clarendon—16 miles by stage, when possible, and 35 miles by boat, requiring from five to six hours, dependent upon weather conditions."

However, after the completion of that "great engineering feat of constructing a bridge across the White river" the two portions of the lines were connected. The last spike was driven in front of where the present depot in Devalls Bluff now stands, by Albert Ryan, who, at that time, was Mayor of the city.

CHANGE HANDS MANY TIMES.

While an intimate understanding of the early history of this seedling which has grown to be the second sturdy support of the ROCK ISLAND SYSTEM, is necessarily clouded, yet, we of today, will feel that the work of constructing the line was not the only difficulty encountered when we note the following:

The Memphis and Little Rock Railroad Company, incorporated January 11, 1853, was sold to the Memphis and Little Rock Railway Company, March 17, 1873.

The Memphis and Little Rock Railway Company was, in turn, sold to the Memphis and Little Rock Railroad Company No. 2, April 27, 1877.

The Memphis and Little Rock Railroad Company No. 2 was sold to the Little Rock and Memphis Railroad Company on May 23, 1887.

The Little Rock and Memphis Railroad Company was sold to the Choctaw and Memphis Railroad Company October 25, 1898.

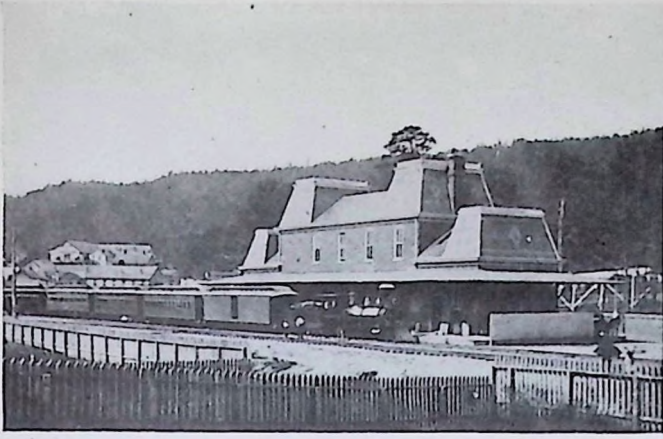
The Choctaw and Memphis Railroad Company was sold to the Choctaw, Oklahoma and Gulf Railroad Company June 30, 1900.

* * *

How different that perspective and spectator, surrounding the first train movement westward from Memphis, when contrasted with that which attended the "Rocket" on its memorable run to Joliet.

There the flower bedecked prairie with its limitless vista: here the forests of unending sublimity and density, giving forth awesome sounds at the call of the locomotive; there, the wheat-fields rippling like unto a golden ocean beneath the summer breeze; here, the cotton field and rows of sugar cane, with their attendant snatches of Southern melodies; there, the swirling snows of winter; here, the magnolia, the honeysuckle and the jasmine from whose branches the mocking bird sends forth its gladsome note.

Mr. Whitson tells us, that, "The first train was pulled by



Depot and "Diamond Jo" train at Malvern.

the locomotive "Brinkley" and the train was in charge of Conductor G. H. Letson."

The engine was a small, eight-wheel, wood-burning locomotive, with cylinders 14 inches in diameter and 24 inches long.

ENGINES DECORATED IN BRASS.

Robert Wilder, who began work for the Little Rock and Memphis Railroad at the close of the war, recalls that, "Coal was not adopted as fuel for locomotives until 1879. These engines were all decorated with brass trimmings and the engine crews were never permitted to wear overalls. It was customary for the engineer and fireman to be dressed up in dark suits, white shirts and stiff hats—in fact, they were just about as uncomfortable as it was possible to make them."

"Wood yards, for supplying fuel to the locomotive, were located along the right of way every twenty miles, and often, when the train had stopped for a tender of wood, some of the passengers usually went ahead and helped 'wood up' the engine."

"Engine No. 5 was the first locomotive converted from a wood burner to one using coal as fuel. The first coal thus consumed was rafted down the Mississippi from Pittsburgh."

"The first air brake equipment ever used on a train in Arkansas was in 1878 and on the Memphis and Little Rock Railroad. Before that time, all stopping of both freight and passenger trains was done by hand."

"When I first went to work, Colonel Samuel Tate was President with headquarters at Memphis; Colonel W. B. Greenlaw was Manager, and Mr. John Goodwin, who still lives in Little Rock—and for whom the station of Goodwin was named—was Treasurer. Colonel A. S. Livermore was General Superintendent and John H. Perry was General Passenger and Ticket Agent. Mr. Isaac Woods was Local Agent at Memphis."

At this time, passenger trains were not operated with the regularity that characterizes our service on the Arkansas Division at the present time. While the trains were shown by published time tables as running through between Memphis and Huntersville in about seven hours, it more often required from fourteen to sixteen hours to make the run. Freight trains required anywhere from 24 hours to two days, as they were required to stop and "wood up" the engine every few miles. A maximum train then consisted of 20 cars of 30 tons capacity. This is quite different from our present development as it is nothing unusual for one of our super-heated 1700 class locomotives to "Show the Way" with 2,750 tons from Biddle, the Little Rock freight terminal, to Hulbert, the terminal serving Memphis.

* * *

Lying west and south of Little Rock, in Garland County, and between the water sheds of the Ouachita and Saline rivers, is a valley hidden between rugged hills, over which dense forests cast their darkened shadows. Standing like sentinels above the valley country round about, these hills seem to be extending their protecting arms as if to shield the world from a knowledge of its wonderful secret of water streams, hot and cold, gushing forth, for the healing of the Nation.

When Napoleon, ruler of France, in a fit of pique sold this vast country of Louisiana to the United States, the efficacy of these waters was then famous. It is said that Ponce de Leon, when extending his search thitherward for health, youth and happiness, was but following the whispered advice of a roving tribe of Indians, encountered far to the southward.

The original Cairo and Fulton Railroad (later the St. Louis,

Iron Mountain and Southern) extended its line, early in the 70's, to Malvern, twenty-two miles southeast of this four sections of land, which was then known as the "Hot Springs Reservation." The distance intervening between the rails of the Iron Mountain and "the healing waters" was covered by means of stage coach travel, and it has been said that "the going was something awful."

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THE DIAMOND JO LINE.

EARLY in 1874, came a man from the north—from Chicago by the Lakes—a man of energy and perception, seeking health at this "fount of healing waters." He had bought hides and grain with P. D. Armour along the Mississippi in the late 50's and had established a tannery on Water Street, just West of the Chicago river.

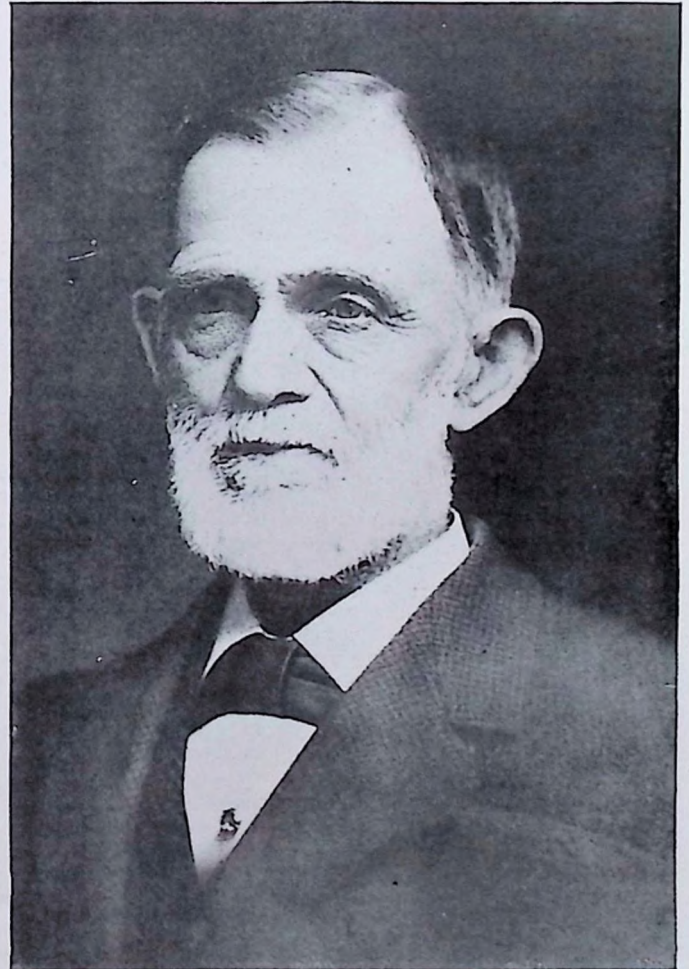
In the 60's he began the operation of a small line of river steamers, plying northward from Fulton to St. Paul. This line began to grow and it was not long until his boats—known the world over as the "Diamond Jo" line—began to ply the waters of the Mississippi between St. Louis and St. Paul. This man was Joseph Reynolds, who, because of an apparent fondness for diamonds, made manifest by one large stone of clear, white luster, which usually adorned his immaculate shirt front, gained the sobriquet of "Diamond Jo."

He made a trip between Malvern and Hot Springs, by the means provided—a stage coach—and when health had again come to him, he returned "to the place of beginning," but not from choice. As he descended from the "hack" in front of the little hotel in Malvern, he gazed ruefully backward toward the hills through which he had been bumped and tossed. "I've got to come back here some day," he said, "but never will I ride that way again."

"What will you do, Jo?" asked the proprietor of the coach line, jocularly. "Ride a mule?"

"No," exclaimed Diamond Jo with all the pent up decision of his nature. "I'll build a railroad."

And he kept his word. The Hot Springs Railroad was accordingly constructed and began operation early in 1875—and



"This man was Joseph Reynolds."



"Which was then known as the 'Hot Springs Reservation'."

the stage coach disappeared. It was a narrow gauge line and so remained until 1889 when the rails were standardized to 4 feet 8½ inches. No bonds were issued for its building for "Diamond Jo" paid cash on demand, and very little stock passed from out the hand of the builder until, May 10, 1902, when the line passed into the hands of the Choctaw, Oklahoma and Gulf Railroad, through purchase. This is now that part of the ROCK ISLAND SYSTEM known as the "Hot Spring's Line."

Mr. Fred A. Bill, of St. Paul, Minnesota, was associated with Mr. Reynolds for many years and was Auditor, Local Treasurer and Superintendent of his railroad. He tells us that "Mr. Reynolds took pride in the little road. Its equipment was the finest obtainable, the track well maintained and everything kept in the best of order."

THE FIRST TRAIN.

"John R. Cox, conductor, and John H. Ryan, engineer, operated the first 'Choctaw' train into Hot Springs. I believe Mr. Ryan is still on the same run; also Mr. James S. Reamey is still filling the position of Freight Agent at that point. It is a pleasure to know that the promises made me by those who first handled the 'Diamond Jo' line, regarding these old employees, as well as others whom I cannot recall, were religiously kept."

"There was a great demand for passes over the line, and when the two-dollar fare was created, Mr. Reynolds had a facsimile of a greenback of similar denomination prepared and issued these in lieu of passes. The wording on the facsimile was a statement that the railroad would pay to any conductor presenting same, the sum of two dollars on demand."

Thomas W. Goodspeed, in his history of Mr. Reynolds, as published in the University of Chicago's monthly magazine the "University Record," tells of a time when Mr. Reynolds was in

need of ready money in connection with his grain business and recalling the friendship always manifested on the part of Philip D. Armour for him, went to the former in his trouble.

"Jo, can you lend me fifty thousand dollars?" asked Mr. Armour as Diamond Jo came into his office, the former rightly divining the nature of Mr. Reynolds' call.

"That's just what I came for," exclaimed Mr. Reynolds. "I never wanted money so badly in all my life."

"How much do you want?" asked Armour with a kindly smile which Diamond Jo failed to see.

"I want two hundred thousand dollars," was the reply.

"I can let you have it," said Mr. Armour, writing out a check for the amount. Soon after, Diamond Jo returned and threw a bundle of stock certificates on Armour's desk, saying, "Phil, keep that until I pay back the money."

"Put that back in your safety box, Jo," said Armour, handing back the package unopened. *This bundle of stock certificates represented the entire value of the Hot Springs Railroad. And thus did we carry on our business years ago.*

THE REYNOLDS CLUB.

At the corner of 57th Street and University Avenue, in Chicago, surrounded on four sides by enduring structures of Bedford stone, erected by generous hearts so that others might live and learn, stands the Reynolds Club House, of the University of Chicago. It is one of four buildings constituting what is known as the "Tower Group"—the Hutchinson Common, the Mitchell Tower, the Reynolds Club House and Mandel Assembly Hall.

Not only did this railroad builder thus fashion a place where the student can enjoy every feature of an exclusive club, but he also established the Reynolds Scholarship. This provides for



"What greater monument could man desire?"

forty free scholarships each year. What greater monument could man desire?

* * * *

In 1876, the Memphis and Little Rock Railway defaulted in payment of its interest on bonds outstanding and Mr. R. K. Dow, as Receiver, succeeded Mr. W. B. Greenlow as President.

After a number of years of operation and during which time the road was sold and reorganized on three different occasions, the property, on October 25, 1898, passed to the ownership of the Choctaw and Memphis Railway Company, which Company, realizing the advantages eventually resulting from the opening to statehood of the entire Indian Country, constructed the 137 miles of connecting line westward from Little Rock, through the Counties of Pulaski, Perry, Yell, Logan, Scott and Sebastian, to the Indian Territory Line. Here, connection was made with the original line of the Choctaw Coal and Railway Company. At this time, Rudolph Fink—formerly President under one of the reorganizations—was handling the property in the dual capacity of Receiver and General Manager. The 272 miles of main line, together with its twenty-four miles of sidings, were laid with 56, 60 and 72-lb. rail. Their equipment consisted of 16 locomotives, 20 passenger and 170 freight cars, exclusive of 7 caboose cars and 32 work cars. They also possessed a small amount of water transportation equipment.

* * * *

A traveler, one morning early in the year 1891, who, proceeding northward through the Choctaw Indian Nation on an M. K. & T. passenger train, noticed considerable activity along the side of the track just south of McAlister. Inquiry as to the cause elicited the fact that "The Choctaw Coal and Railway Company are just bringing their main track in from Wister Junction, near the Arkansas State Line."

BUILDING THROUGH OKLAHOMA.

This was true, and the company which was incorporated in Minnesota November 11, 1887, extended its branches to the bituminous coal fields already developed around Krebs, Harts-horn, Coalgate and Lehigh, and partially graded the line westward from McAlister (South McAlister as it soon became known) to Oklahoma City. They had previously connected Oklahoma City with Fort Reno by rail, and it was intended to eventually bisect the Indian Territory westward to the eastern boundary of that country which the U. S. Government was proposing to open for homesteading some time in 1893. However, before the rails were laid west from McAlister, in fact, before the grading was ever completed, the entire property was sold under foreclosure October 3, 1894, to the Choctaw, Oklahoma and Gulf Railroad Company.

On June 30, 1900, this latter company acquired ownership, by Deed of Sale from Frederic P. Alcott, Trustee, of all rights of the Choctaw and Memphis Railroad Company. This latter corporation, which was granted existence under the laws of Arkansas, September 15, 1898, was primarily organized to hold the "railroad, property, franchises and charters of the Little Rock and Memphis Railroad." After the purchase of this railroad and its property, the Choctaw, Oklahoma and Gulf railroad constructed the line between South McAlister and Oklahoma City and placed it in operation October 1, 1895.

THE WATONGA LINE.

The Watonga and Northwestern Railroad Company, incorporated in the territory of Oklahoma May 19, 1900, to build "100 miles of railroad northward from Geary in the County of Blaine," was re-organized March 22, 1901, thereby creating the Choctaw Northern Railroad. This latter company constructed a line of railroad 137 miles northward from Geary "to a connection with the A. T. & S. F. Railroad" at Anthony, Kansas.

On May 3, 1902, ownership of this entire line was conveyed to the Choctaw, Oklahoma and Gulf Railroad Company through deed of sale.

On May 1, 1902, through deed of sale from the Western Oklahoma Railroad Company, the Choctaw, Oklahoma and Gulf Railroad secured the entire line of railroad and property of "every kind and description" of that line of railroad extending westward "from Weatherford through the counties of Custer, Washita, Roger Mills and Greer, to the western boundary line of the territory of Oklahoma in the county of Greer, between the south and north fork of Red River, in the direction of Amarillo and El Paso, in the State of Texas."

THE BATESVILLE LINE.

The Batesville and Brinkley Railroad Company, an Arkansas corporation, on June 22, 1882, purchased, on the date of its incorporation, thirty miles of railroad extending between "Brinkley, in the County of Monroe and Augusta, in the County of Woodruff," and known as "The Cotton Plant Railway Company."

After also acquiring the franchise of the Augusta and South-eastern Railway Company, on January 10, 1890, the Batesville and Brinkley railroad became the White and Black River Valley Railway Company, under reorganization franchise of January 10, 1890. This latter company then completed all railroad construction between Brinkley and Jacksonport and between Wiville and Gregory.

On June 30, 1900, the Choctaw, Oklahoma and Western Railroad leased the property for a period of eighty years.

THE DARDANELLE LINE.

The Rock Island and Dardanelle Railway Company, an Arkansas Corporation of October 31, 1911, acquired, under foreclosure sale, the fourteen miles of railroad, which was constructed between Ola and Dardanelle, Arkansas, during 1907 and known as the Dardanelle, Ola and Southern Railway Company. The ROCK ISLAND leased this property December 1, 1911, for a period of 999 years.

THE STUTTGART LINE.

The Rock Island, Stuttgart and Southern Railway Company, also an Arkansas Corporation of January 20, 1913, succeeded to all the railroad property and franchises of the Stuttgart & Rice Belt Railroad Company, through foreclosure sale, on January 22, 1913.

This property came into the ROCK ISLAND SYSTEM, February 1, 1914, under a 999-year lease.

On March 24, 1904, lease for 999 years was granted by the Choctaw, Oklahoma and Gulf Railroad, to The Chicago, Rock Island and Pacific for the following lines:

	Miles in States of			Total
	Kas.	Okla.	Ark.	
Benton to Hot Springs.....			35	35
Butterfield to Malvern.....			5	5
Ardmore Jct. to Ardmore.....		118		118
Tecumseh to Asher.....		25		25
Geary to State Line, Okla.....		106		106
Okla. State Line to Anthony, Kas. 15	15			15
Ingersoll to Alva.....		15		15
Hopefield, Ark., to New Mexico State Line		365	283	648
Total mileage.....	15	629	323	967

And here let us leave this topmost branch of that sturdy portion of the Rock Island tree, far out here on the western prairies of this wonderful country where, when the land is kissed by the dew of God's rain, or, when the irrigating ditch has brought its stream of creating life to scatter moisture along the pioneer's furrow, it blossoms like unto those gardens sung of by the poets of Greece and Rome.

THE BURLINGTON, CEDAR RAPIDS AND NORTHERN RAILWAY.

IT was on the afternoon of June 30, 1868, that several men, gathered in the office of Judge George Greene, in Cedar Rapids, were discussing a question of political importance to the residents of Linn County and those neighboring counties lying up-state toward Cedar Falls, Iowa Falls and Plymouth.

The great war of the States had ended, and peace with its propitious promises was again come to this wonderful valley of the Cedar River, this truly "happy hunting ground" so longed for and coveted by the Indian and early trapper.

The question under discussion had apparently become satisfactorily settled, because Judge Greene abruptly turned to those about him: "This town should have a railroad to Iowa City where the Mississippi and Missouri railroad is now operating," he said, rather vehemently. "The one line we now have to the Mississippi river at Clinton demands such a long haul on our up-river shipments that it is becoming a serious handicap to our development. If it came in through Davenport and Iowa City we would save considerable time and expense. It would be better still were a connection had with the river at Muscatine."

While these friends of his were well acquainted with Judge Greene's abrupt manner of voicing his opinions, they were, however, considerably aroused by the suggestive possibilities of a railroad to the south. However, they attempted to banter the judge and his "pet scheme."

J. S. Ely, one of those present, volunteered that, "The Cedar Rapids and St. Paul Railroad was incorporated October 2, 1865, to build a railroad up the Cedar Valley and it is still building. If we want to build any more roads around here, why not begin with this one and complete it?"

"And there's our friend John Weare's road," laughed Lawson Daniels, as he turned to his friend the judge. "What do they call it—The Cedar Rapids and Burlington? Well, it was incorporated October 7th last year and has authority to build to Burlington, through Iowa City and to Wapello, where a connection with that river road now proposed from Keokuk to Burlington could be had. This would give a direct line to St. Louis. I heard John Tracy of the Mississippi and Missouri Railroad talking about it in Davenport last month. Said it would pay 20 per cent on the investment."

S. L. Dows, who had listened to the genial bantering directed toward his friend, broke into the discussion at this point.

"While it is true that the grading work of the Cedar Rapids and St. Paul line has been considerably delayed," he said, "yet I have the utmost confidence in the project and were we now able to properly launch this southern line—taking it off our friend Weare's hands, as I understand he is ready to sell out cheap—Cedar Rapids would then be the greatest railroad center west of Chicago."

"Well," interposed Judge Greene, "why not get started today and do it?"

"All right," laughed D. W. Rowley, "we'll begin by drawing up consolidation papers today for the two roads. Highly, here, will help me," indicating Mr. M. W. Highly, who had lingered in the room awaiting his friend's going. "Come on, friend Highly, let's build a railroad."

History corroborates the promptness of their work. Articles of consolidation were prepared under date of June 30, 1868, but for some reason were not filed until December 19th of that year.

Who of the generation now ending, or the present and coming one, now centering in and around the beautiful city of Cedar Rapids, or up through the fertile and picturesque valley of the Cedar river, will fail to recall this one great character that stands outward from the other great men of this period? There is perhaps no single character so interwoven with the romance of their lives; a great man of a great period—his handiwork constantly reveals itself in the upbuilding of Cedar Rapids and its environs. He created a railroad in Iowa, of Iowa and for Iowa; and the people whose thrift and confidence in this man assisted in its building, soon learned to call it "our road" and to know it as "the home road," so full was it of personal touch to those who had watched it grow.

Cedar Rapids was to be its headquarters, because the articles of incorporation so stated, and President Greene soon began to extend and radiate the spokes of this railroad wheel to the four points of the compass from his chosen hub on the banks of the Cedar river.

The work of constructing the first division between Cedar Rapids and Burlington commenced in May, 1869. The original route through Iowa City was changed so as to bring the line during its construction in 1871 eastward through Elmira, in Johnson County, and through West Liberty, in Muscatine County, to Cedar Falls.

In the spring of 1871 the work of completing the line northward from Vinton (where the original work of the Cedar Rapids and St. Paul Railroad had stopped) was renewed and December 24th of that year saw the first train entering Waterloo.

Gradually the iron rails began stretching northward, and in 1872, when the early snows of winter were falling, the first train stopped in front of the depot at Plymouth.

In the late fall of 1873, when Nature had painted the forest clad hillsides with reds and greens and browns, as if in glad-



"The large earth cut just west of Garrison proved to be a barrier."

some decoration for some wonderful event, the first train came to Postville, that selected northern terminus in Allamakee County.

In 1871, when Vinton was reached in the road's northward progress to Waterloo, all eyes were turned toward the vacant territory lying in the Counties of Tama, Grundy, Harding, Humbolt, Wright, Palo Alto, Emmet and Dickinson, and considerable excitement ensued through the endeavors of various projected railroads to occupy this unpreempted country.

Contracts for grading were let by President Greene in the spring of 1871, as far as the present location of Traer—because Traer was born with the coming of the railroad—and a condition inserted when submitting the tax question to the voters of Clark Township, in Tama County, required "a locomotive to cross the boundary line of Benton County before the first day of January, 1873." The large earth cut, just west of Garrison, proved to be an almost insurmountable barrier, but, on the 27th of December, amid a raging snow storm—and which again bespoke the stamina of these pioneer railroad builders—the shrill whistle of a locomotive echoing down the wooded slopes toward Dysart announced the accomplishment of their work, December 29, 1872.

There were three buildings in Traer when the rails came across the country to this point, and almost immediately the stores, postoffice, churches, schools and a number of homes, came also across the prairie from old Buckingham, two miles distant. Traer soon became a market for a large territory.



"Cedar Rapids was to be its headquarters because the articles of incorporation so stated."

This records deeds of sale from each of the two mentioned lines to the Burlington, Cedar Rapids and Minnesota Railway Company.

After some changes had been made in the incorporation articles as well as in the list of officers and directors, George Greene was elected president.



"In 1872, a line began building eastward from Nichols."

During these activities of railroad building, the people of southern Poweshiek County were insisting on having railroad facilities afforded their communities, particularly around Montezuma. Thornburg, in Keokuk County, was also outspoken in its demands for a railroad, and the residents of northern Washington County joined in these demands.

Therefore, in 1872, a line was commenced and began building eastward from Nichols to Muscatine, and westward to Riverside—31 miles of the line being completed during that year.

Before the coming of the Mississippi and Missouri Railroad to Iowa City in 1856, the people of Tama, Benton, Marshall and Linn Counties went to Muscatine and Dubuque to do their trading, the latter town being the location of the land office of Tama County. The distance to either point was nearly 300 miles. The building of the Mississippi and Missouri Railroad into Iowa City was heralded with joy north of Tama. The good people were only 80 miles from a railroad! In 1860, when Cedar Rapids secured a railroad, the distance to market was reduced to 50 miles. But a new era for Tama County began with the coming of the Burlington, Cedar Rapids and Minnesota Railroad in 1873.

On July 1, 1870, J. C. Ives came to the road as general freight agent at Cedar Rapids. Fourteen years later he became president of the property. On August 15, 1872, S. S. Dorwart entered the auditor's office as a clerk. He served long and faithfully. Henry F. White, chief engineer, builder and pioneer constructionist, came on June 20, 1876. In April, 1879, W. P. Brady came as general agent.

On December 28, 1876, the Chicago, Iowa and Kansas Railway Company was incorporated to build a line of railroad westward from Clinton, on the Mississippi River, through Clinton, Cedar and Johnson Counties, to the capital of the state, Iowa City. However, before any work was accomplished, the Chicago, Clinton and Western Railroad Company, an Iowa corporation of January, 1877, took over the original franchise. During 1877-78 this latter company constructed the nine miles of railroad connecting the B. C. R. & M. Railroad at Elmira, with the Rock Island at Iowa City. The Burlington, Cedar Rapids and Northern purchased this property March 7, 1879.



"A new era for Tama County began with the coming of the railroad in 1873."

The Davenport, Iowa and Dakota Railroad, which was incorporated in Iowa May 29, 1882, constructed and placed in operation in 1890 a line of railroad between Davenport and Bennett, Iowa, a distance of 34 miles.

Two years previous—March 8, 1888—it acquired, by deed of sale, all interests in the Chicago, Iowa and Northern Pacific Railroad, and had intended to advance its line into the Territory of Dakota, but, on November 21, 1892, it became a part of the Burlington, Cedar Rapids and Northern Railway Company of Iowa.

In 1898 the Cedar Rapids, Garner and Northwestern Railway Company, an Iowa Corporation of April 26, 1898, constructed the 18 miles of track which connects Titonka with the main line at Hayfield. On July 11, 1900, this line became a part of the B. C. R. & N. Railway, through deed of sale.

During 1886 the Waverly Short Line, an Iowa corporation of June 6, 1885, constructed the six miles of line between Waverly Junction, and Waverly, county seat of Bremer County.

The Iowa City and Western Railway Company, a corporation of July 26, 1878, constructed the following lines of railroad:

Year.	From—	To—	Miles.
1880	Iowa City.....	Iowa Junction.....	12
1880	Riverside.....	What Cheer	46
1880	Thornburg.....	Montezuma	16

The persistency of the people of these counties was, as we see, finally rewarded.



"The Cedar Rapids, Iowa Falls & Northwestern built through Iowa Falls in 1880."

The Cedar Rapids, Iowa Falls and Northwestern Railway Company, an Iowa corporation of June 4, 1880, constructed the following lines of railroad:

			Mileage in states			
			South			
Year.	From—	To—	Ia.	Minn.	Dak.	Tot.
1880	Holland, Ia.....	Clarion, Ia.....	55	..	..	55
1881	Clarion, Ia.....	Emmettsburg, Ia....	58	..	..	58
1882	Emmettsburg, Ia.	Lake Park, Ia.....	52	..	..	52
1882	Lake Park, Ia...	Worthington, Minn..	..	4	..	4
1884	Lake Park, Ia...	Watertown, S. D...	36	55	73	164
1884	Downs, Ia.....	Hayfield, Ia.....	41	..	..	41
1886	Ellsworth, Minn..	Sioux Falls, S. D...	30	2	10	42
1891	Trosky, Minn....	Quarries, Minn.....	..	5	..	5
1892	Forest City, Ia...	Armstrong, Ia.....	46	..	..	46
1892	Quarries, Minn...	Jasper, Minn.....	..	3	..	3
1895	Hayfield Jct., Ia.	Forest City, Ia.....	9	..	..	9
Total			327	69	83	479

This company, by deed of sale, took over the Iowa and Minnesota Railroad Company, November 21, 1883, and the Chicago and Iowa Western Railway Company during July, 1891.

May 22, 1902, the Burlington, Cedar Rapids and Northern Railroad took over the Cedar Rapids, Iowa Falls and Northern with all of the foregoing property:

The Chicago, Decorah and Minnesota Railway Company, incorporated April 18, 1881, constructed the line northward from Postville Junction to Decorah, Iowa, 23 miles long, and operated same until in 1902.

The Cedar Rapids and Clinton Railway Company, an Iowa corporation of December 5, 1882, purchased from the B. C. R.



"Up through the fertile and picturesque valley of the Cedar River."

& N. Company, February 27, 1883, the nine miles of road between Elmira and Iowa City, then, in turn, constructed the 69 miles of road between Elmira and Clinton, during 1882 and 1883.

In 1875 a period of depression swept over the United States with its attendant money shortage. The Burlington, Cedar Rapids and Minnesota Railroad became involved, defaulted on the interest of its bonds, due November 1, 1873. E. F. Winslow became receiver with J. C. Ives as general superintendent. The Burlington, Cedar Rapids and Northern Railway Company, an Iowa corporation of June 27, 1876, was organized for the purpose of taking over the properties of the Burlington, Cedar Rapids and Minnesota Company.

In addition to securing the Burlington, Cedar Rapids and Minnesota Railroad, the above company also acquired the various other properties hereinbefore mentioned, as follows:

March 7, 1879, the Chicago, Clinton and Western.

November 21, 1892, Davenport, Iowa and Dakota.

July 11, 1900, the Cedar Rapids, Garner and Northwestern.

May 22, 1902, the Waverly Short Line, the Iowa City and Western, the Cedar Rapids, Iowa Falls and Northwestern, the Chicago, Decorah and Minnesota, and the Cedar Rapids and Clinton.

The Burlington, Cedar Rapids and Northern Railway, after this general reorganization, constructed the following additional lines:

Year.	From—	To—	Mileage in states of		
			Ia.	Minn.	Tot.
1877	Plymouth Jct., Ia.	Manly Junction, Ia.	5	..	5
1877	Northwood, Ia.	State Line	4	..	4
1877	Traer, Ia.	Holland, Ia.	24	..	24
1898	Armstrong, Ia.	Estherville, Ia.	18	..	18
1900	Worthington, Minn.	Hardwick, Minn.	36	..	36
1900	At Worthington.		1	..	1
1900	Germania, Ia.	Albert Lea, Minn.	13	31	44
1901	Albert Lea, Minn.	Comus, Minn.	..	54	54
1902	W. St. Paul, Minn.	S. St. Paul, Minn.	..	5	5
Total			64	127	191

On June 15, 1903, this property became a part of the Rock Island.

THE CHICAGO, KANSAS AND NEBRASKA RAILWAY.

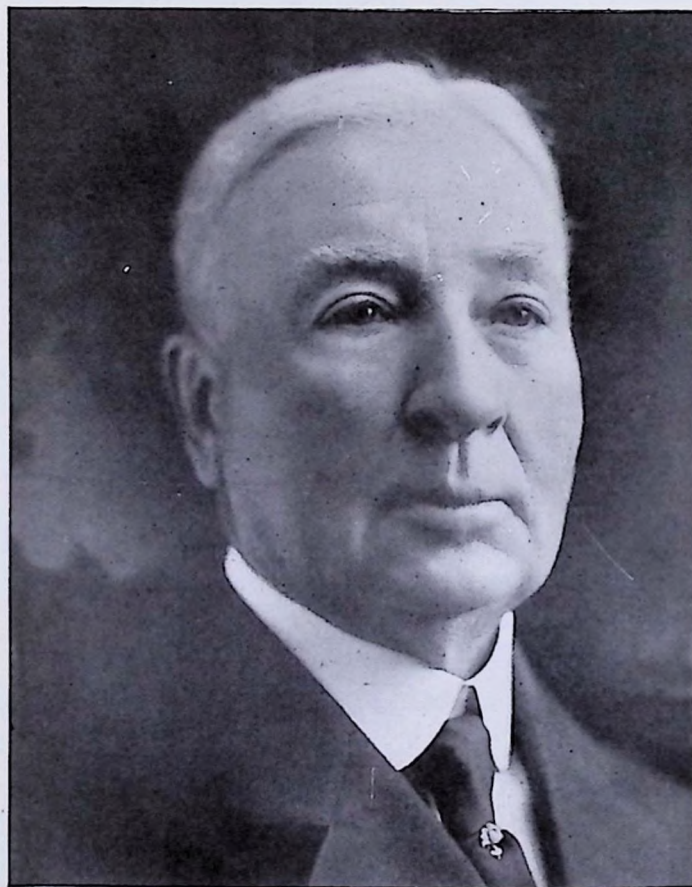
LYING to the southwestward of that part of the United States which had previously experienced the exhilaration of a railroad's coming, was a land that constantly smiled beneath the caress of God's sunshine and rain, and patiently awaited the advent of the railroad and the homebuilder.

Even yet, it was spoken of as a land of mystery, of doubt and unreality, although the Indian—the true American—and for whom this land had been restricted, were a representative people.

This was the "Indian Country," "No Man's Land," or, as properly known, the "Indian Nation."

It formed a part of that great Louisiana Purchase of 1803, when Benjamin Franklin, in France, stood before that man of many moods, Napoleon, and reasoned well for his beloved United States.

The Louisiana Purchase was huge in extent and after Kansas and a part of Nebraska had been carved therefrom, there still remained 69,000 square miles, 45 million acres. Were you to spread over its face all of the lands of Scotland, Belgium, Denmark and the Netherlands, you still would have enough left for "a good-sized garden patch."



"He came and rubbed the Aladdin lamp of Persistency and caused Kansas and Oklahoma to unfold their treasures."

The states of New Jersey, Rhode Island, Delaware, Vermont, New Hampshire, Connecticut, Massachusetts and Maine, could be removed and still have enough land remaining to form an empire greater than England.

The name "Indian Territory" attached itself to the land north of the Red River, when President Jackson (1833-1838) sent thither, willy-nilly, the Cherokees, Choctaws, Creeks, Chickasaws and Seminoles from their chosen abodes among the everglades of Florida.

Far eastward, in the home of the "Great White Father," considerable discussion was being had on part of the Congress of the United States relative to the opening for colonization of a portion of this "oklahoma" ("Beautiful Land") as the Indian spoke it, and more than one railroad management was casting speculative thoughts southward to this true "Land of Promise."

And, therefore, that mysterious call which has ever found lodgment within the breast of our railroad Pioneer, went broadcast throughout the land.



The first train into Horton, Kansas, September 4, 1888.

Immediately to the north of this "oklahoma" spread the constantly varying panorama of fertile valley and upland of Kansas, that country which had created true melody within the four walls of the sod house for Payne's "Home, Sweet Home," and whose countless acres were often enclosed by walls of stone gathered from underfoot where that great Thought of Creation had placed them for the use of coming generations.

What heart of a Pioneer could resist the exploration and exploitation of the 82,000 square miles within its borders and in so doing, approach that wonderland, that "oklahoma" on the South? An Empire lying at the foot of Opportunity!!

Far to the northeastward—at Guilford, Maine—there began in humble manner the development of one, who, led irresistibly onward by that humanly invisible force which has ever marked the true Pioneer's coming, heard the subtle call of the limitless West—Marcus A. Low. He came and rubbed the Aladdin Lamp of Persistency and caused Kansas and the "oklahoma" to unfold their treasures to millions.

At Trenton, Missouri, he began his first railroad management as the head of the St. Joseph and Iowa Company, lessor of the two Chicago, Kansas and Nebraska Railway Companies of Kansas and Nebraska, respectively.

This railroad was incorporated in Missouri, January 22, 1857, but it was not until 1886 that under his active management the 49 miles from Altamont to St. Joseph and the 15 miles southward along the Missouri river to Rushville was constructed and placed in operation.

Silent, thoughtful, considerate, honest, just and loyal, he became that cornerstone upon which first rested the fabrication of this great Chicago, Kansas and Nebraska Railroad.

During the winter of 1885-1886, Mr. Low formulated the Articles of Incorporation of The Chicago, Kansas and Nebraska Railway Company, while he was serving as Division Solicitor of the ROCK ISLAND, which were soon submitted to the officers of that Company in Chicago. The incorporators were:

M. A. Low, Division Solicitor, C., R. I. & P. Ry.

H. A. Parker, a Civil Engineer employed by the C., R. I. & P. Ry.

F. M. Darrah, General Agent at Atchison, Kansas, for the C., R. I. & P. Ry.

Geo. W. Samuels, Capitalist, St. Joseph, Missouri.

E. S. Conwell, Clerk in office of the General Agent at Atchison, Kans.

C. W. Jones, Ticket Agent at Atchison, Kansas, for the C., R. I. & P. Ry.

Stephen S. Brown, Local Attorney at St. Joseph for the C., R. I. & P. Ry.

It was at this time that ex-Governor Geo. T. Anthony, of Kansas, a State Representative from Leavenworth County, introduced a bill making illegal the construction of parallel railroads through the State. The passage of such a bill would have sounded a knell to any construction by the Chicago, Kansas and Nebraska railroad.

Into representative hall walked Mr. Low. At the side of A. W. (Farmer) Smith, sat James Simpson. As Mr. Low entered, Simpson left his seat for a moment and the former immediately composed himself in the vacant chair.

"Your name is Smith?" asked Mr. Low, for they had never met.

"Yes, sir."

"My name is Low. I have hopes of being able to make the map of Kansas look like a spider's web with railroads."

Then Mr. Low sauntered back to the rear of the hall. Later they met and Smith asked but one question.

"Will you build through McPherson?"

Mr. Low nodded affirmatively. And thus the future of the great Rock Island in Kansas, was settled by the nod of a man's head.

Under the careful guidance of the Chief Engineer, Hilon A. Parker, the lines of steel began extending westward from St. Joseph, Missouri, bending here, straightening there, at the bidding of the master mind of Mr. Low. Down through Horton, through Holton and across the Kansas (Kaw) river to Topeka, they went.

Mrs. N. E. Taylor, now residing at Lincoln, Nebraska, relates that "My father worked with Holloway and O'Brien, as head leaders in laying the track and the first rail was laid just across the river from St. Joseph, in Elwood, on July 1, 1886."

Stretches of grading 150 miles in length, including the construction of necessary bridging and pipe culverts, were let to separate contractors among whom some familiar names are recorded: Creech and Lee; McCormick and Pierce; Robinson and Young; W. Kenefick; Kilpatrick Brothers; Bethune and Craney Brothers, and many others whose names have figured largely in the railroad development of the West and South. In this manner, several hundred miles of grading, complete and

ready for the ties, would be turned over to the track laying gangs at one time and it was not long before trains were in full operation. Then did the "Prince of his Sod Castle" come forth with his family and enjoy what often was a first ride behind a locomotive.

The close of the year 1886 saw the road built and in operation to Horton, in Boone County and beyond this point southward to within a few miles of Topeka. Nelson, in Nuckolls County, Nebraska, also witnessed the spiking down of the last rail at this terminus of the line. The construction of the iron bridge across the Kaw river, gave immediate access to the line into Topeka and opened the gate to the vast county lying beyond.

The Rev. A. H. Ponath, A. M., D. D., tells that, "It was late in the Spring of 1887, when a number of men came over the hills from the East, surveying a line and driving new wooden stakes into the ground every 50 feet. The line seemed inclined to touch at Council Grove, in Morris County, and then swing southwestward to Lost Springs, in Marion County, thereby leaving the little settlement then existing on the large ranch of Mr. M. D. Herington, in the southeastern corner of Dickinson County, somewhat out of line with the railroad."

It was then that Mr. Herington found M. A. Low at the Copeland Hotel, in Topeka, and a memorable meeting of two real pioneers occurred.

"I am Herington, from Herington, Kansas," he said, as Mr. Low looked up from the small table where he was sitting.

"I don't know where that place is," spoke up the railroad builder.

Mr. Herington quickly produced a map showing the location of his ranch and the new village of Herington. Mr. Low was visibly interested.

"What can I do for you?" he asked.

"Straighten your line and hold to your true course to Dodge City and Trinidad," replied Mr. Herington with a real Kansas smile.

After consulting a map, Mr. Low said more easily, "They did make an elbow around you. Did you antagonize the road in any way?"



"I am the whole thing out there."

"Not in the slightest degree," spoke up the ranchman, "and to show you my heart is right in this matter, I'll guarantee the bonds in Morris and Dickinson Counties."

This assertion so quietly made, seemed to stagger Mr. Low, for he looked searchingly over the determined Westerner and asked sharply, "Who are you?"

"I am the whole thing out there," came back the ranchman, with a hearty laugh. "I own that territory. In addition to guaranteeing the bonds in those two Counties, I will buy the right of way through my Township for your line."

Mr. Low gazed keenly at this daring ranchman, weighing him carefully in a true Lowesque manner. He of the broad brimmed white hat never winced, and to this day, he has never learned how. Finally, Mr. Low spoke up and said, "No living person or community ever made such an offer to us. You shall have your railroad."

And it was thus that Herington, on the ridge above the valleys of the Saline, the Smoky and the Kaw, became the important center of the great railroad system that it is today. Thus it was that Romance again spun its web of Entertainment amid the sunflower decked prairies of a great commonwealth.

It was at this time—March 2, 1887—that the Congress of the United States invested the C. K. & N. Railway Company with authority to "locate, construct and operate a railroad, telegraph and telephone lines through the Indian Territory and to El Paso,



"They lived in sod houses before the Rock Island came; afterwards, they lived in mansions."

New Mexico, by the most feasible route"—the same enactment legalizing another line southwesterly to Galveston, Texas.

The line to El Paso, was projected to start at Lost Springs and to follow that historic Sante Fe trail through McPherson to Dodge City and thence upon substantially the Sante Fe trail again to Hugotin and to the coal fields awaiting development at Trinidad, sleeping at the foot of the Rockies.

The development of county seat fights throughout the counties lying westward from Herington, sadly changed the contour of things. Iuka and Pratt, in Pratt County, had a lively time and it is contended today, among some of the early settlers, that "one of the constitutional eliminations of Kansas, eliminated the road from Iuka."

Haskell and Gray Counties had their difficulties and the line deflected to Meade County. Dodge City, still determined to have a railroad, incorporated, May 20, 1887, the Arkansas, Kansas & Colorado Railway Company and in 1888, constructed the line south to a connection with the Chicago, Kansas and Nebraska Railroad, at Bucklin.

March 1, 1888, this property, through deed of sale, became a part of the latter road.

Similar conditions in Seward County, between Fargo Springs and Appomattox, deflected the route southward and the town of Liberal was created. Here, the last rail was spiked down in December, 1887, and here, as if determined to rest after two years of constant exertion, the railroad paused for thirteen years. And beyond was "No Man's Land."

During this construction period, the last human habitation to be seen was Greensburg, in Kiowa County. From there to Liberal, the old Government stage route station at West Plains was the only evidence of civilization for the entire distance of 106 miles. The prairie dog, the owl and the rattlesnake kept company over that land where the "bad man" was wont to linger and where Bret Harte and Mark Twain romanced.

In 1888, the Kansas City and Topeka Railway Company, a Kansas corporation of March 10, 1887, constructed the 2.5 miles

of track between Wyoming Street, in Kansas City, Missouri, to Armourdale, Kansas, where a connection with the rails of the Union Pacific railroad was effected. January 1, 1889, this property became the main line of westward traffic from Kansas City.

Along the north bank of the Kaw River, extending between Kansas City, Mo., and Topeka, Kans., lies the double track of the Union Pacific Railroad.

To Marcus A. Low, the construction and maintenance of these two paralleling tracks for the traffic of one railroad seemed absolutely wasteful and non-conservative.

The successful entrance of ROCK ISLAND trains into Kansas City from Cameron, Mo., could not be made possible until an outlet to the west, either by construction or trackage rights, was perfected.

It was then—in 1887—that Mr. Low turned to the Union Pacific people who were seeking an outlet to the Southwest by way of Salina, and everybody seemed agreeable to the formulation of an operating agreement, mutually beneficial to each corporation, for a period of 999 years.

Dr. Ponath, in recalling to mind the "Sod Home" of the plainsman, said, "Sod houses were numerous in some sections; in fact, there were sod school houses. During a vacation, I was invited to the sod home of a friend for dinner. That dinner was a revelation to me. It could not have been better prepared within the palace of a King. I was impressed with the warmth of the house in Winter and its coolness in Summer. I have seen the finest of lace curtains hanging before the windows of these homes and have been delighted with the plastered walls found therein."

H. D. Zimmer, now an engineer on the Oklahoma division, tells us, "I, with Fireman J. W. Burt, stayed at the front between Herington and Bucklin, in charge of engine 401 and laid every rail between these points. After completion of the line, I was assigned to a passenger run with engine 121, a showy



Bucking Snow in Kansas.

scoundrel, with plenty of brass that kept the fireman out of mischief."

"The old Towmblly truck, under the tender of this engine," he further stated, "was a source of constant worry to everybody on the engine and train. I believe it left its trade mark on every tie between Herington and Pratt. It just wouldn't stay on the track."

The laying of rail south from Herington to Caldwell was prosecuted with the utmost vigor during 1887. Late in the Winter, the first train entered that little village just across the border in Kansas from the "Indian Country"—Caldwell.

Even there, the rails of this highway seemed restless and eager to go forward into the "Cherokee Strip" as if foreseeing that time, when six years hence, on September 16, 1893, man, woman and child, bent upon securing a homestead in that "oklahoma" and racing on foot, on horseback, by team and wagon, at the crack of the soldier's signal gun, would need quick delivery of food from the north lands of plenty.

It was in the Spring of 1849 that a wagon train, containing a number of home coming soldiers, from the recently ended Mexican War, together with their families and friends, forded the Red River just east of the 98th parallel, crossed from Texas into this unknown country and began their precarious journey northward through the Chickasaw Indian Nation.

They had almost reached the high country at the foot of the Wichita Mountains, when, having safely crossed the Washita River, they were surrounded by a number of warring tribes of Indians.

After putting up a successful running fight to the Canadian River, and while hastily negotiating the south bank of that treacherous stream for a crossing point, a friendly Pottawattomie Indian came into camp. He led them down stream a few miles to an easy ford and then, stoical to an unusual degree, led the caravan northward along a trail that only he and possibly a few others of his tribe correctly knew.

They crossed the North Fork, the Cimarron and the Arkansas at points apparently well known to this magnanimous guide. On through the land of the Cherokees he safely guided them and then, one night, while encamped just west of Bluff Creek (now near the city of Caldwell, Kansas), the guide disappeared and was never heard of again.

When the surveyors for the railroad entered the "Indian Country" it was along this "trail of the Pottawattomie" that the ties and rail were laid. At every point where the speeding trains now cross the representative streams in Oklahoma, a modern steel bridge marks the path through the willows, where the Indian guide led that little caravan to the water's edge and to a safe crossing.



Through the snow drift in Kansas.

The story of this "Trail of 49" seems strongly verified in an account of "The Chisholm Trail," by Mrs. Annette Ehler of Hennessey, Oklahoma, although of a later date. She states: "At the outbreak of the Civil War, the people of this region—Forts Washita, Arbuckle, Gibson and Smith—were in sympathy with the South and it became necessary for the Federal troops at these posts to seek a friendly territory.

"In March, 1861, Col. Emory, in command, was ordered to concentrate his troops from the four posts and leave the Indian Territory. Fearing the east and south, and unacquainted with the country northward, he persuaded Black Beaver, the noted Delaware Indian scout, who then lived on a ranch near the present site of Anadarko, to pilot his command across the seeming boundless prairies between these forts and the Kansas Line.

"Black Beaver had a wonderful knowledge of the plains, the rivers, hills and valleys of the territorial wilds and in the late Spring of 1861, he led Col. Emory and his command eastward through the present site of Minco then northward across the Washita river, the treacherous currents of the Canadian, the quicksands of the Cimarron and the Salt Fork of the Arkansas, to Fort Leavenworth and to safety.

"At the close of the war, Jesse Chisholm, half-breed Cherokee Indian and whose temporary home was the present site of Wichita, Kansas, loaded his wagon with those wares which he knew the Indian to the southward would need, and followed the dim trail, made years before by the outgoing Federal troops, back into the Indian Country. His constant association with this trail caused it to become known as the 'Chisholm Trail'."

* * *

S. R. Overton, the first Agent of the ROCK ISLAND LINES at Hennessey, Oklahoma, was, as he tells us, "sent to Hennessey



"I paid farmers cash for all the wood they teamed in."

from Pratt, Kansas, by General Superintendent W. L. Allen, in June, 1889. I had been deputized a U. S. marshal at Topeka and on my arrival at Old Pond Creek, just north of the North Canadian River, July 2, 1889, and where the track terminated at that time, I took the 'Cannon Ball' stage and with six white men, a lady and six colored men on top, we whirled southward in charge of the famous 'Cannonball Greene' and his four teams of running horses strung out in tandem style. The stage was overturned twice—first near the present site of Kremlin and the second time where Bison, Oklahoma, now stands. July 3rd, I got my wire "cut in" and on the next day, celebrated the event by taking the rounds of the Sullivan-Kilrain fight via Caldwell.

"The grading was shortly completed to Hennessey and on October 14, 1889, the first train—a mixed one in charge of Conductor James Collins—arrived. I became agent at once, moved into a box car freight house and immediately began unloading from fifteen to twenty cars of household goods and merchandise every twenty-four hours—I say twenty-four hours, because it was a continuous round of 'stand and deliver'.

"The railroad, in 1890, brought eight cars of seed wheat to Hennessey and let the farmers have it on practically their own plan of payment," further states Mr. Overton. "I weighed out each portion of this entire 12,000 bushels on the small depot scale—the only means of measurement I then had. The next year the ROCK ISLAND purchased all of the wheat raised from this seed—over 200,000 bushels. Five years hence, in 1896, this original seed had created a million and a half bushels, all of which was shoveled into cars for shipment by the farmers themselves.

"Another deed among many good ones performed by the ROCK ISLAND, was the buying of cord wood from the farmers during the year 1890, which the railroad used for locomotive fuel. I paid the farmers cash for all they teamed in and this enabled them to purchase needed provisions and clothing while putting their farms under cultivation. It was surely the salvation of this part of the country."

The rails reached Minco, just south of the Canadian River, early in 1890. Here, as if becoming tired like the Southwestern line at Liberal, the rails paused until 1892.

Mr. J. D. Lindsay, now custodian of the First National Bank Building at Chickasha, Oklahoma, was running a general store in Minco when the first train arrived there, February 14, 1890. He possessed a herd of deer, captured when very young, and which were so tame that they wandered at will throughout the town.

Travelers, when coming into the Territory and on leaving the train at this terminus, would naturally stroll up through the town and when passing any of the deer, pause and feed them.

It was not long before the deer began associating the coming of the passenger trains with something to eat and they then began meeting all incoming trains regularly and en masse, much to the astonishment of the travelers when confronted by an inquiring herd of deer and their wide open, innocent eyes.

Mr. T. M. Johnson, living near Minco in 1889, shipped the first train of cattle out of the "Indian Territory." He herded two or three hundred head of "long horns" for several weeks around about Minco until such time as the line was completed into the town and a temporary loading chute constructed. Then he safely loaded and shipped direct to Kansas City.

The Territory of Oklahoma, on July 20, 1899, granted to The Enid and Tonkawa Railway Company the right to construct a line 27 miles long, running eastward from a connection with the Rock Island at Enid, to Billings, through the Counties of Garfield and Noble. Through deed of sale, dated December 22, 1899, this property passed into the mileage of the ROCK ISLAND.

The Guthrie and Kingfisher Railway Company, incorporated in Oklahoma Territory December 29, 1899, constructed during 1900 the 16 miles of railroad between Kingfisher and Cashion.

This property, also by deed of sale, dated October 8, 1900, became a part of the Rock Island system.

The Enid and Anadarko Railway Company, also an Oklahoma Territory corporation of March 8, 1901, constructed the following properties:

1901—Enid to Greenfield Jct.....65 miles
1902—Bridgeport to Cutoff.....3 miles
1902—Lawton to Waurika.....41 miles
1902—Greenfield Jct. to South Bridgeport.....16 miles

In the deed of sale, dated October 21, 1903, this company was conveyed to the ROCK ISLAND, the line extending from Enid to Watonga and a line from Geary to Anadarko and a line from Lawton to Waurika.

The Choctaw, Oklahoma and Western, originally incorporated as a part of the Choctaw, Oklahoma and Gulf Railroad, and whose name was changed May 5, 1902, constructed the 38 miles of line extending from Guthrie to Chandler, during 1893. March 24, 1904, this property became a part of the ROCK ISLAND through deed of sale.

To the northward, the 107 miles of line between Horton and Jansen, Nebraska, was completed in 1888. The large railroad shops at Horton were gradually assuming shape.

West of Jansen, the line went on and on across the grass covered slopes of Kansas and Colorado, until, late in 1888, the snow capped Rockies were seen beyond Roswell, where the line paused after its mad rush westward, having covered a distance of 460 miles since leaving the western plains of Nebraska.

From Herington, to Salina, 48 miles, was also constructed during this year, together with the 51 miles of line between Fairbury and Nelson, Nebraska.

The Chicago, Rock Island & Colorado Railway Company, a Colorado corporation of Aug. 1, 1888, was consolidated with the Chicago, Kansas and Northern Railway Company on June 13, 1888. Under the franchise of the former company, the latter constructed, in 1888, 160 miles of main line now existing between the Kansas-Colorado state line and Limon, and thence southward to Colorado Springs.

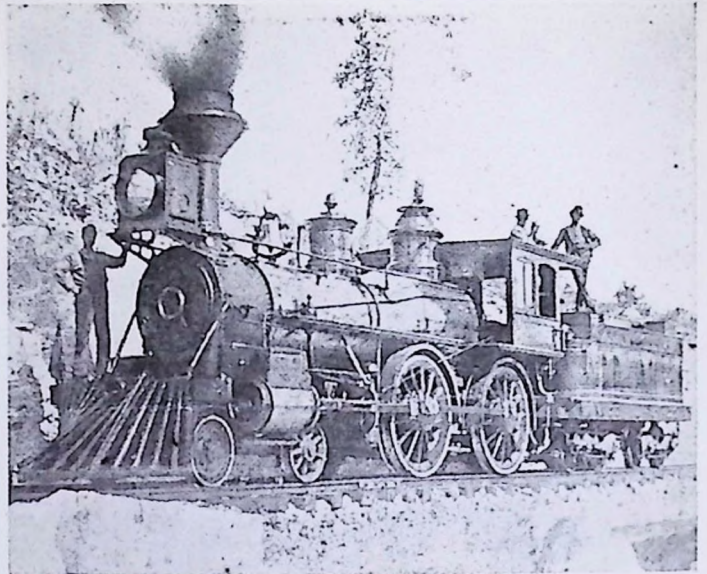
Under an agreement dated April 10, 1889, the Rock Island entered into an operating agreement with the Union Pacific for the use of their 90 miles of track northwestward from Limon to Denver, Colo.

This year also saw the completion of the line between McFarland and Belleville, Kansas, a distance of 104 miles.

Following the consolidation of the lines in Kansas, Nebraska and Colorado, June 13, 1888, June 29, 1888, and July 2, 1888, respectively, and the purchase of the Topeka, Salina and Western Railroad April 4, 1889, the property of the Chicago, Kansas

and Nebraska Railway, on June 10, 1891, brought the following extensive properties into the ROCK ISLAND SYSTEM:

Miles in the States of					
	Kas.	Okla.	Nebr.	Colo.	Total
Elwood to Liberal.....	439				439
Herington, Kas., Pond Creek, O. T.	123	46			169
Jansen, Nebr., to Roswell, Col....	273		20	167	460
In Horton, Kas.....	1				1
Pond Creek to El Reno, Okla....		80			80
El Reno to Minco, Okla.....		17			17
Herington to Salina, Kansas.....	48				48
Horton, Kansas, to Jansen, Nebr.	37		70		107
Fairbury to Nelson, Nebr.....			51		51
McFarland to Belleville, Kas.....	104				104
	1025	143	141	167	1476



"Engine No. 3 crossed the Bourbeuse River, Thursday morning."

THE ST. LOUIS LINE.

IN St. Louis County, Missouri, and just south of that point where the waters of the Missouri mingle its red currents with those darker eddies of the Mississippi, there has grown along the oak-clad ridges and sides of the Mill Creek Valley, the City of St. Louis.

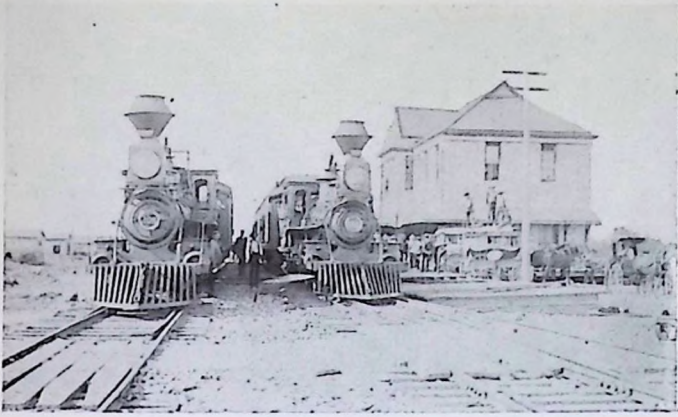
Since those days when LaSalle and Father Marquette waved a farewell to Pierre Choteau, as they turned their canoes northward to carry the beacon of Endeavor and Accomplishment into that country which, awakened at their touch, brought forth this great railroad, this City, over which the flags of three great governments by right of sovereignty, waved for a single day, has ever remained unique among those other great cities whose docks are washed by the eddying waters of the Mississippi.

In 1876, when the corporate limits were extended to their markings of today, something like 1,364 acres of upland along the River DesPeres, was restricted as a park—a playground. They called it Forest Park.

On October 8, 1877, the State Legislature, granted to the Forest Park and Central Railroad Company the right to "construct, maintain and operate a narrow-gauge railroad from some point on Union Avenue . . . between the northern line of Forest Park and the Olive Street Road to some point on Academy Lane, in St. Louis County." On November 7, 1881, the charter was amended, making the gauge standard and extending the franchise rights westward twelve miles, around Creve Coeur lake and eastward four miles "to the tracks of the Union Depot Company."

On December 22, 1884, through deed of sale, the Forest Park and Central Railroad became a part of The St. Louis, Kansas City and Colorado Railroad Company, a Missouri Corporation of December 20, 1884.

In the early fifties, an intrepid Civil Engineer, James P. Kirkwood (and for whom that beautiful suburb of St. Louis was named), located three routes for railroads westward to Jefferson City, the Capital of the State. These routes from the Mississippi river were called the "Missouri Valley," 122 miles in length; the "Union Ridge," 143 miles long and the "Meramec Valley," 149 miles long.



In 1890 the road reached Belle, 46 miles from St. Louis.

The second route is the one which, today, is practically followed by the Rock Island trains in and out of this great metropolis of the Mississippi Valley.

On June 3, 1887, at 6:30 P. M., engine No. 3, in charge of Engineer M. Hines and Fireman James Powell drew into Union, Missouri, 55 miles from St. Louis, with a train of four coaches in charge of Conductor Wm. Smith.

ANOTHER "FIRST TRAIN."

The "Union Tribune" of June 4, 1887, states: "The track of The St. Louis, Kansas City and Colorado Railroad entered Union at 6:30 P. M., June 3rd, and don't you forget it!! All the citizens of Union and vicinity are happy. . . . Engine No. 3 crossed the Bourbeuse river Thursday morning, June 2nd, at 9 o'clock with a train of construction material and Union is a point of no mean significance on the line."

In 1890, the road entered Belle, 46 miles from St. Louis, where the terminus remained until 1904, when Strausburg, 252 miles from the Mississippi was reached.

January 1, 1905, by deed of sale, this line became a part of the ROCK ISLAND SYSTEM.

Then came the Kansas City, Rock Island Railway Company, a Missouri corporation of December 23, 1902, which company, during 1904, closed the gap through Jackson and Cass Counties by constructing the main line between Strausburg and Leeds, Missouri, a distance of 43 miles.

It was here that the finally accepted survey twice crossed the main line of another railroad within the distance of a few miles, owing to the curvature of their track in following a small creek.

The Chief Engineer was puzzling his head over the problem of avoiding two such grade crossings when a young engineer



Oil was found in Louisiana.

in his office, and who has since risen to a place of trust and confidence on another great railroad, asked a question.

"Why not straighten out the track of the other railroad, give them our track and take what we would necessarily build for them in straightening out their road. Presto! No railroad crossings!"

The Chief laughed, looked again at the location map, glanced at the young engineer once more, and wired the other road. In a few days the matter was adjusted. From the windows of a ROCK ISLAND train, as it swings along near Pleasant Hill, one can still see the abandoned bridges and grade of the "other road."

The Rock Island-Frisco Terminal Railway Company, a

corporation of the state of Missouri, April 9, 1906, constructed the freight house and team yard facilities of the ROCK ISLAND SYSTEM in St. Louis. They are known as the "Le Baume Yards" at the intersection of Broadway, Brooklyn and Collins streets, and the "Biddle Yards," between Discon, Biddle, Broadway and Collins streets. The property known as the "Carrie Avenue Yards" is operated exclusively by the ROCK ISLAND.

On Aug. 25, 1871, the Des Moines Western Railway Company was incorporated in Iowa. This company built a small portion of railway in the city of Des Moines extending from a point on the north line of Brook street to a point 100 feet south of the north city limits.

The Iowa Falls & Northern Railway, an Iowa corporation of Nov. 27, 1889, constructed during the years 1900 and 1901, the 74 miles of railroad between Des Moines and Iowa Falls.

On June 28, 1905, the St. Paul & Des Moines Railroad Company was incorporated, which company on July 16, 1908, took over the property of the Des Moines, Iowa Falls & Northern Railway.

THE SHORT LINE.

Then came the St. Paul & Kansas City Short Line Railroad Company, Feb. 18, 1911, which, on Aug. 9, 1911, purchased all of the property of the St. Paul & Des Moines Railroad Company. This company constructed in addition to the property purchased, the following lines:

	Miles
From Allerton, Ia., to Carlisle, Ia.....	64.59
From Des Moines, Ia., to Clear Lake, Ia.....	118.11
Total	182.70



To the oil fields of Louisiana.

On Nov. 1, 1913, under a 999 year lease, the ROCK ISLAND SYSTEM secured a perpetual direct main line between the Twin Cities on the upper waters of the Mississippi and Kansas City, the erstwhile village of the Kaw.

THE LOUISIANA LINE.

On Aug. 29, 1892, the state of Arkansas incorporated the Arkansas Southern Railroad Company. This company constructed 13 miles of main line between El Dorado and Junction City, Ark.

On June 29, 1897, within the state of Louisiana, was incorporated the Alexandria, Junction City & Shreveport Railroad Company. This company constructed the railroad from a connection with the Arkansas Southern at Junction City, 82 miles southward to Winnfield, La.

On Nov. 28, 1903, the Arkansas Southern Extension Railway Company was incorporated in Louisiana, which company constructed 47 miles of main line southward to the north bank of the Red River, opposite Alexandria.

The Little Rock Southern Railway Company, an Arkansas corporation of Nov. 28, 1902, constructed 101 miles of main line from Haskell, in Saline County, southward to El Dorado, the county seat of Union County. Also the branch line, 44 miles long, extending from a connection with the main line at Tinsman to Crossett, in Ashley County.

All of these properties were consolidated and reorganized on Oct. 31, 1905, in both the states of Arkansas and Louisiana, as the Rock Island, Arkansas & Louisiana Railroad Company.

On Dec. 11, 1893, the Little Rock, Hot Springs and Texas Railway was incorporated and during the following year built 3½ miles of railroad from Benton, Ark., to the east bank of the Saline River, where all construction ceased for six years. Under articles of reorganization this property became the Little



"Will the four main tracks adequately care for the stream of golden grain?"

Rock & Hot Springs Western Railway Company. On Oct. 9, 1911, through deed of sale, the Rock Island, Arkansas & Louisiana Company acquired the property and franchises of the "Western" Company, just mentioned.

The Malvern & Camden Railway Company, an Arkansas corporation of June 5, 1911, constructed the 55 miles of line southward from Malvern to Kent, Ark.

Dec. 29, 1913, saw this line a part of the Rock Island, Arkansas & Louisiana Railroad through deed of sale.



"It was one of St. John's 'scoops'."

The latter company, during 1913, constructed the 55 miles southward from Alexandria to Eunice, La.

On Jan. 31, 1906, the Rock Island, Arkansas & Louisiana Railroad Company entered into a lease to the ROCK ISLAND SYSTEM for a period of 999 years.

THE CHICAGO, ROCK ISLAND AND GULF RAILWAY.

Down in the "Land of the Alamo" there was incorporated July 15, 1892, The Chicago, Rock Island and Texas Railway Company. M. A. Low was President, and S. B. Hovey, Vice President and General Superintendent.

During the period of 1893, when the thousands of homeseekers were pouring into Oklahoma along the then constructed and operated ROCK ISLAND LINES, this corporation laid the rails from Fort Worth northward a distance of 92 miles to the South bank of the Red River.

In 1898, the line between Bridgeport and Jacksboro, 28 miles in length, was also constructed.

In 1902, a line two miles long, was constructed to the Bridgeport coal mines. An extension of the line westward from Jacksboro to Graham, in Young County, a distance of 27 miles, together with a mile of track within the city of Ft. Worth, to afford a physical connection with the Texas and Pacific Railroad, was also constructed during this year.

In 1903, the line along the banks of the Trinity River, between Ft. Worth and Dallas, 32 miles, was constructed.

May 13, 1902, saw the creation of the present Texas part of the ROCK ISLAND system, THE CHICAGO, ROCK ISLAND AND GULF RAILWAY COMPANY, and September 22, 1903, witnessed the conveyance of all property of the C. R. I. & T. Company above mentioned to the former.

During 1902, the Chicago, Rock Island and Mexico Railway Company, also a Texas corporation of December 17, 1900, constructed the line across the northwestern part of the "panhandle" of Texas from Texhoma, through the counties of Sherman, Dallam, and Hartley, to Bravo, a distance of 92 miles. This line the Gulf Company purchased on September 24, 1903.

Connecting as it did with the small portion of the Oklahoma line extending southwest from Liberal, Kansas, where, we will recall, the line stopped years and years ago, provided that true path which, today is constantly followed by that great train of luxury, the "Golden State Limited" in its flight between the snow made waters of the Great Lakes and the blue, salt water of the Pacific.

The Choctaw, Oklahoma and Texas, incorporated June 21, 1901, constructed the following lines:

In 1903, the 113 miles of road between Texola and Amarillo in Potter County;

In 1908, 21 miles westward to Wildorado; in 1909, 20 miles west to Ontario and during 1910, 29 miles west to Glenrio, on the border of New Mexico.

In 1908, after these properties had been acquired by the Gulf Company, the latter constructed a line 11 miles in length extending northward from Irving, on the Ft. Worth Dallas line, to Carrollton, in Dallas county.

OPERATION.

THE close of the Civil War seems to have marked the beginning of that period when intensive operation endeavored to keep step with the developments which, each day, came to this great railroad.

With John F. Tracy at the head of affairs, he found it necessary to begin an exploitation of the Rock Island and its advantages, to keep abreast of the times and compete with the various roads which were constantly extending their lines into what formerly was exclusive Rock Island territory.

The passenger department, under Everitte P. St. John and later under John Sebastian in their plans for developing the Rock Island's popularity, constantly challenged all other railroads in their activities. Nothing that gave promise of comfort and luxury in travel was too daring for these pioneers in the railroad passenger business to advocate.

THE SOLDIER'S VISION.

IN 1878, at a time when advertising "scoops" among the Passenger and Freight Departments of our railroads were carefully sought out and secretly guarded until given to the public, Mr. St. John, then General Passenger and Ticket Agent for the ROCK ISLAND LINES, caused to have made a small plaster figure, or bas-relief, of a man attired in a linen duster, with collar turned up in a fashion commonly adopted by the travelers of that day.

He stood before a map of the ROCK ISLAND SYSTEM, which was evidently hanging on the wall of a depot.

At his feet reposed his traveling bag, and in his hand he held a Rock Island Time Table, or Guide, as if planning a trip over the railroad represented before him.

The opening phrase of the pamphlet which accompanied these plaster casts, stated, "A MAN, totally unacquainted with the geography of this country, will see by studying this map that THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD is the greatest connecting link between the East and the West!"

This bas-relief became known from coast to coast and was considered one of the greatest advertising "scoops" of the day. Many of these figures were distributed throughout France, England and other European countries. In some instances, they were regarded with almost reverent consideration by the simple folk who possessed loved ones across the Atlantic, and who had written home of their contentment and happiness at, or near, some point indicated on the map.

On a rain and wind-swept night in France—Sept. 27, 1918—when horizon and zenith seemed consumed with the fires of an



*The present La Salle Street Station in Chicago.
(Kaufman and Fabry Photo.)*

Inferno; when the crashing of every invented explosive roared a requiem for the dead and dying throughout the valleys of the Argonne, a youth, a mere lad, staggered into a demolished chalet of Boureuilles, and fell headlong into the shelter of a cottage, shell-ridden and deserted.

The blue of his eye was dimmed. Blood, muck and mire hid the khaki green of his uniform. The only identifying thing about the lad was a brass insignia on his crumpled hat—two small brass cannon crossed beneath the letter "C" and below the cannon, numerals 129. On his breast were three letters, "A. E. F."

A merciful unconsciousness was his, until long after a beam of light, struggling through the black madness without, came in and made clear the objects keeping watch around him.

With an awakening moan he opened his eyes and as he began an inventory of the objects indistinctly revealed, he saw the plaster figure of a man, unbroken and unharmed, amid the chaos of an old fireplace before him.

He made out the word, Chicago! He must be dreaming, for this was English and all that noise was untrue! A little below appeared the words—Great Rock Island Route! And still lower on the base of the plaster statue—"The Right Road!" It was one of St. John's "scoops."

Staggering to his feet, the lad cried incoherently, "Chicago!"



The LaSalle Street Station, October 8, 1871.

Home! I am not dreaming! I am home in Chicago." And he fell back unconscious into the arms of an old man, who, coming from the cellar below, opened the door just in time to hear the words of the boy.

"Un Americain, Meré!! Venez m'aider dans la cave avec," he hastily called to some one below.

Shielded from harm in the cellar home of these good French people and who loved him for his being an American, and for their daughter living somewhere along the GREAT ROCK ISLAND ROUTE in the United States, they nursed him back to health and vigor. The boy, a year hence, said he vividly recalled the "A MAN" statue which he brought home from France, and all that it had meant to him as he walked through the cheering thousands that lined the streets of his home town.

THE FIRST THROUGH POSTAL CAR.

The Rock Island, having been selected by the United States postoffice department as the route for continental mail, the first through postal car between Chicago and Council Bluffs, Iowa, was inaugurated during August, 1869.

It fell to the lot of President Tracy of the Rock Island, to pass through that ordeal of fire which began with the night of October 9, 1871, when Mrs. O'Leary's cow and her coal oil lamp sent forth conflagration into the heart of Chicago and destroyed 18,000 buildings.

The new station, erected in 1868 to care for the growing business of this railroad, was one of those sacrificed, together with the Pacific Hotel, the general offices and freight depot, three sleeping cars, eight passenger coaches and eleven baggage and freight cars.

The hotel was rebuilt the following year and a new passenger station constructed, which, at the time of its opening October 31, 1872, was termed "the finest structure of its kind in the West."



The LaSalle Street Station, October 10, 1871.

Tracy Drake, father of John and Tracy, of the Drake and Blackstone hotels, was manager of the Pacific Hotel.

Patrick A. Gilmore, the young leader of Gilmore's celebrated band, had charge of the music incident to the opening of the new Rock Island station after the fire. The new train shed was converted into a temporary "coliseum," and here, for forty-eight hours, a series of jubilee concerts were given in commemoration of the rehabilitation of the city after the fire. Many speeches of thanksgiving and admonitions of courage were made by some of the most noted men of that day, and the "Rock Island Train Shed" was often alluded to in after years as the "Hall of Courage" by those who, standing amid the slumbering ruins of their business, had gathered sufficient fortitude from these meetings to go forth and retrieve their losses.

In 1888 two stories were added to the office portion of the structure. Finally, in 1892, the business had again outdistanced the facilities and the third great structure was erected, which, in 1905 was replaced by the present ample and commodious La Salle Street station.

On May 2, 1877, the first Rock Island dining car was placed in operation between Chicago and Council Bluffs, and it was then that a traveling public, surrounded with the luxury which vied with the great hotels of the country, gazed from their menu cards upon the passing landscape without, little realizing the struggles of those who labored and sacrificed that this thing might be.

Forty-three years ago the Railway Review shows in its pages an advertisement of the Rock Island which concludes with "the great highway of nations, between Occident and Orient, is operating the only line of dining cars in the United States."



CHICAGO'S STREETS.

IN 1855 Chicago was undergoing one of the greatest changes in its history—that of raising the entire grade of the city to provide proper drainage. The elevation above lake level was about two feet. Drainage was considered impracticable and during rainy weather the water collected in stagnant pools until evaporated. The streets were poorly constructed and poorly lighted. The approach to every existing or proposed railroad station in Chicago was known as the "mud route." Congressman Wentworth—Chicago's first congressman—had been untiring in his efforts to secure some remedy at Washington for this "lily of the west, now budding through the mud," but without success. To meet this situation, the council asked the railroads to co-operate in extending their lines further into the city. The Rock Island finally extended its line down the center of Clark street to Taylor and then parallel with the west side of the street to Jackson. A new depot was erected at Twelfth street, and it was into this that the trains of the Rock Island, together with the Northern Indiana and Southern Michigan (New York Central) began to run as soon as the structure was completed.

After considerable discussion the city council, in 1855, followed the advice and recommendations of a drainage commission and began raising the entire grade of the city, with the help of the railroads, by dredging sand from the river and lake and depositing it in the streets, alleys and vacant places between the river and Twelfth street, and westward from the lake to the south branch. In this manner many of the first stories of representative buildings of that date were completely filled in, the second floor becoming then the first.

THE COMING OF PULLMAN.

It was during this period that a young man from the East registered at the Tremont Hotel, and as he entered he was astonished to see a corroboration of a wild story told him back in Brockton, New York—that "Chicago was sinking into Lake Michigan."

"Why don't you raise this building instead of covering up its beauty?" he asked the proprietor, James Harris.

"What do you mean by raising?" countered Harris, looking at the stockily built young man. "This is a brick building, not frame."

"I can raise it just the same," returned the other. "I have done considerable of that kind of work in New York."

"You'd ruin what trade I have left with your scaffolds and beams."

"No one would realize what was going on," stated the easterner.

"You'd break every window glass in the building," exclaimed Harris, slightly ruffled at the assurance of the other.

"If given the job I'd agree to pay for every one I break."

Further discussion of plans, resources and dates found this young man settled in his job of raising the "great Tremont

Hotel building." With 5,000 screw jacks and twelve hundred men, he went down into the muck and mire under the building, placed his beams and jacks, giving four jacks into the keeping of each man. At an understood signal the four jacks were given a quarter turn by each man, the bar slipped into place and made ready for another turn. Soon, without confusion and little knowledge on part of the guests of the house, the Tremont Hotel "came up out of the mud" and an engineering feat of considerable importance to Chicago was written.

But the young man? Why, that was George M. Pullman, inventor of the word "luxury" as applied to railroad travel.

THE FIRST SLEEPING CAR.

In 1858 he engaged Leonard Seibert to remodel the first coach into a sleeping car.

The two cars selected, as stated in Mr. Husband's "History of the Pullman Car" were 44 feet long, had flat roofs like box cars, fourteen single light windows on either side, the glass being about a foot square.

Mr. J. L. Barnes, the first Pullman conductor, states in this history, "The first Pullman car was a primitive thing. Besides being lighted with candles, it was heated by a stove at each



"But the young man? Why that was George M. Pullman."

end of the car. There were no carpets on the floor and there were only four upper and four lower berths."

Although this "sleeping car" was immediately adopted by the public, it was not until near the close of the Civil War that the first Pullman car was built. Mr. Husband's History states that this was built in a shed . . . on the site of the present Union Station, and when fully equipped cost \$20,178.

In 1867 the Rock Island caused to have its first sleeping car built and during the intervening years acquired fourteen

NUMBERING OF ENGINES.

In 1861 and 1862 the Rock Island began assigning numbers to its locomotives, thereby discarding the names that heretofore appeared thereon. In 1863 the production of coal had developed so greatly that it was considered possible to turn from wood

and coke to coal, for locomotive fuel and all engines then in existence were so equipped.

A remarkable engine performance was that of the "Transit." This locomotive was operated 215,000 miles with but one facing of its valves. Engine 78, during May, 1885, made 4,438 miles with the use of but 4.75 cords of wood, and 50 tons of coal. The cost for fuel, supplies and repairs, averaged 5.78 cents per mile run.



Mr. Charles Davis.

Accidents seemed to have happened then, as now. Charles Davis, one of the Rock Island's most faithful engineers, and who is still hale and hearty, was pulling passenger train No. 1 between Midway and Iowa City, with engine No. 188. While running around fifty miles per hour, all four driving wheels were cast from the locomotive. The best part of this story is the fact that no one was hurt.

The telegraph lines kept step with every mile of railroad constructed. Samuel F. B. Morse invented his dot and dash system in 1837, and since that time his code of letters has been the medium of comprehensive train control. The telephone, in later years, entered this field, but the originally conceived Morse code still remains active.

ORIGINAL BRIDGE REPLACED.

During the regime of Mr. Tracy, the original wooden bridge across the Mississippi gave way to the first metal structure which, like its predecessor, was the first of its kind to span the sluggish currents of the Mississippi.

By an act of Congress, June 27, 1866, the Secretary of War was "authorized and directed to change, fix and establish the position of the railroad across Rock Island and the bridge across the Mississippi river at and on the island of Rock Island; to grant such other aid, pecuniary and otherwise, toward effecting the change in the present location of their road and bridge."

The agreement resulting from this act of Congress bears the signatures of J. M. Schofield, Secretary of War; John M. Tracy, President; Ebenezer Cook, Secretary.

Additional right of way for relocation of the line in Davenport was purchased September 13, 1870, from Perry and Fifth streets to the new bridge site. May 3, 1872, the new bridge was crossed by the engine "Transit," with Penny Wells in the cab and drawing one box car and a passenger coach containing officials of the company.

It was in 1866 that President John F. Tracy decided to purchase a small quantity of 56 pound steel rail "to be placed in our main line at a point where traffic is most heavy."

Accordingly, 50 tons of "Atlas Toughened Steel" was brought over from England at a price of \$234.38 per ton delivered at Chicago, and was laid in the main track between that point and "Junction," six miles south. This test carried the railroad beyond the experimental period in the use of steel rail, and henceforth the iron rail of that day gave way to the more durable metal now in use.

A rail of peculiar design was that of 55 pound iron "steel capped" and which, during the 70's, was tested. The base, web and small portion of the ball were rolled from ingot iron, but the ball was overcast with a tread of steel. The breaking away of the steel cap from its iron base, under traffic, precluded its use.

April 13, 1877, Hugh Riddle succeeded to the presidency of the property and continued in office until June 6, 1883. It was during this period that the second consolidation occurred, June 2, 1880.

Ransom R. Cable became president on June 6, 1883, and

under his management and clear-sightedness the property increased its mileage and permanent improvements beyond all conceptions of former years. His tenure of office ended June 1, 1898.

During his period of managership, the question again arose as to the adequacy of the Mississippi river bridge. The situation became rather acute with the War Department, and Mr. Cable went to Washington, in the winter of 1894, where he remained for a number of months. During the interim, heavy power was withheld from operating over the bridge to the detriment of Mr. Cable's monthly operating statistics. One day a message was received from him directing that work be immediately arranged for a new bridge. The story goes that he "stayed until he got what he wanted." A contract was let to M. S. Carter & Company, of St. Louis, January 25, 1896, and April 21, 1899, witnessed the passage of the first train across the new bridge.

On June 1, 1898, Warren G. Purdy became president, and remained in office until December 31, 1901, when William B. Leeds took over the management of the property.

In 1904 Mr. B. L. Winchell came to the property as president, and remained until 1909 when Mr. H. U. Mudge assumed the reins of Rock Island government.

An innovation, unique to railroad employees, occurred at this juncture—the originating of the ROCK ISLAND MAGAZINE which, began with the issue of July, 1907, and has continued to date under the editorship of H. E. Remington.

It was during this period that conditions arose which seemed to demand the interjection of Federal control, and the joint receivership of Mr. Mudge and Jacob M. Dickinson—and later, Mr. Dickinson alone—occurred.

The termination of the receivership, and the return of the property to the original company, presented a rather unusual condition, as expressed in the language of Judge Carpenter of the Federal Court in ordering the discharge of the receiver:

"The able administration of this property by Judge Dickinson as receiver has made this extraordinary proceeding possible.



"A rail of peculiar design."

This is a reorganization without a sale, the property returning to the original company, and in this the proceeding is historic among receiverships. I can't say too strongly how much credit is due to Judge Dickinson and the fine co-operation he has met with from the stockholders. The Rock Island will pay its debts and it has plenty of money with which to pay them."

And what a relief it was to every Rock Island employee when, on June 12, 1917, they realized that it was their privilege to follow the leading of James E. Gorman, who became their president and also chairman of the executive committee.

A man who knows the manner of other men's heart beats; a man who has keenly divined the hidden pain of many an employee and turned his hand to minister relief; a man whose duty seems ever clear to inculcate the "Golden Rule" into the consciousness of every employee. What better leader ever directed the affairs of this great corporation than he who today presses onward to a self placed goal that means peace to those who labor, and prosperity to those who save their earnings, so possible under his supervision?

STANDING here today amid the crystallization of those dreams that came to Grant, Le Claire, Farnam and Reed, seventy years ago, who can forecast the surroundings of those privileged to witness the one hundredth anniversary of this great railroad?

Do we correctly see a mighty highway of eight main tracks extending from the ocean port of Chicago across the prairies of Illinois to the Mississippi? A track wherein rails weighing over 200 pounds per yard are safely carrying those mighty locomotives—those power units of three, four and five hundred tons weight?

Have our mental processes become so attuned that we can correctly visualize the great Rock Island passenger terminal then existing between La Salle street and the river, in Chicago? Does the great aeroplane landing on its roof adequately care for the countless aircraft which soar at will from this commodious terminal?

And that great bridge which, thirty years hence, must, perforce, stand where once did that first weaving of wood and iron across the mighty Mississippi; how will its four tracks be fashioned so as to offer no delay to the passage of a world's vast commerce? Will it be different from that first bridge, which, within the ken of man today has written progress and service across the face of passivity and commercial lethargy?

And may we not wonder if the four great main tracks extending from the Twin Cities of the upper Mississippi to that great gulf port in Texas will adequately care for that stream of golden grain which, necessarily, must annually gush forth from those abundantly bearing lands of Minnesota, Iowa, Nebraska, Kansas and Oklahoma, to feed the dependent multitude beyond our shores?

Will the four tracks and their heavily ballasted roadbed extending between that point where Le Claire first turned the soil of Iowa and the shores of the Pacific beyond the Rockies witness the passage of a finer train than that which in 1922 operates so easily and regularly between these points?

Into what great cities of tomorrow will be builded these terminals of today? What struggles of municipal pride will be crystallized and what unanimity of community interests will have become reawakened at the demand of a people, who, ere that time, will have more fully understood the Golden Rule of our day?

Will the romance of these one hundred years be as apparent thirty years hence, as now? Will the results of human activity, wherein, the buffalo, the deer and wildcat have vanished, that place might be had for the docile cow, the horse, the pig and barnyard fowl—be as appealing then as now?

Will they recall the virgin prairie of Black Hawk amid their countless fields of corn and wheat? Will the irrigated lands of the Sioux, the Kiowa and Comanche, when laden with the gladsome fulfillment of God's generous promises, awaken within their consciousness any thought of those who struggled onward and upward that Service might be ministered unto them?

And these trees which on this, the Seventieth Anniversary of the Rock Island railway, are planted for and consecrated to those who in material thought once viewed in futurity the hour which we live today! Do we correctly see hundreds of these "poems of living wood" standing sentinel-like upon the right-of-way, sturdy, strong and erect, symbolical of those for whom they grow, and the great part which they played in the building of this railroad which brings Service into fourteen great commonwealths?

And as we stop here to retrospect throughout the seventy years that have witnessed such a lavish expenditure of endeavor and high mental activity, so needful in the accomplishment of successful Service, will we fail to draw into our own lives these lessons which truth, ever paramount in its educating, has constantly disclosed to us?

And we, and these future people, will we ever realize that no single human energy accomplished this wonderful thing—a railroad—nor two, nor three, but countless thousands acting in consonance with that great impelling power which creates all good?

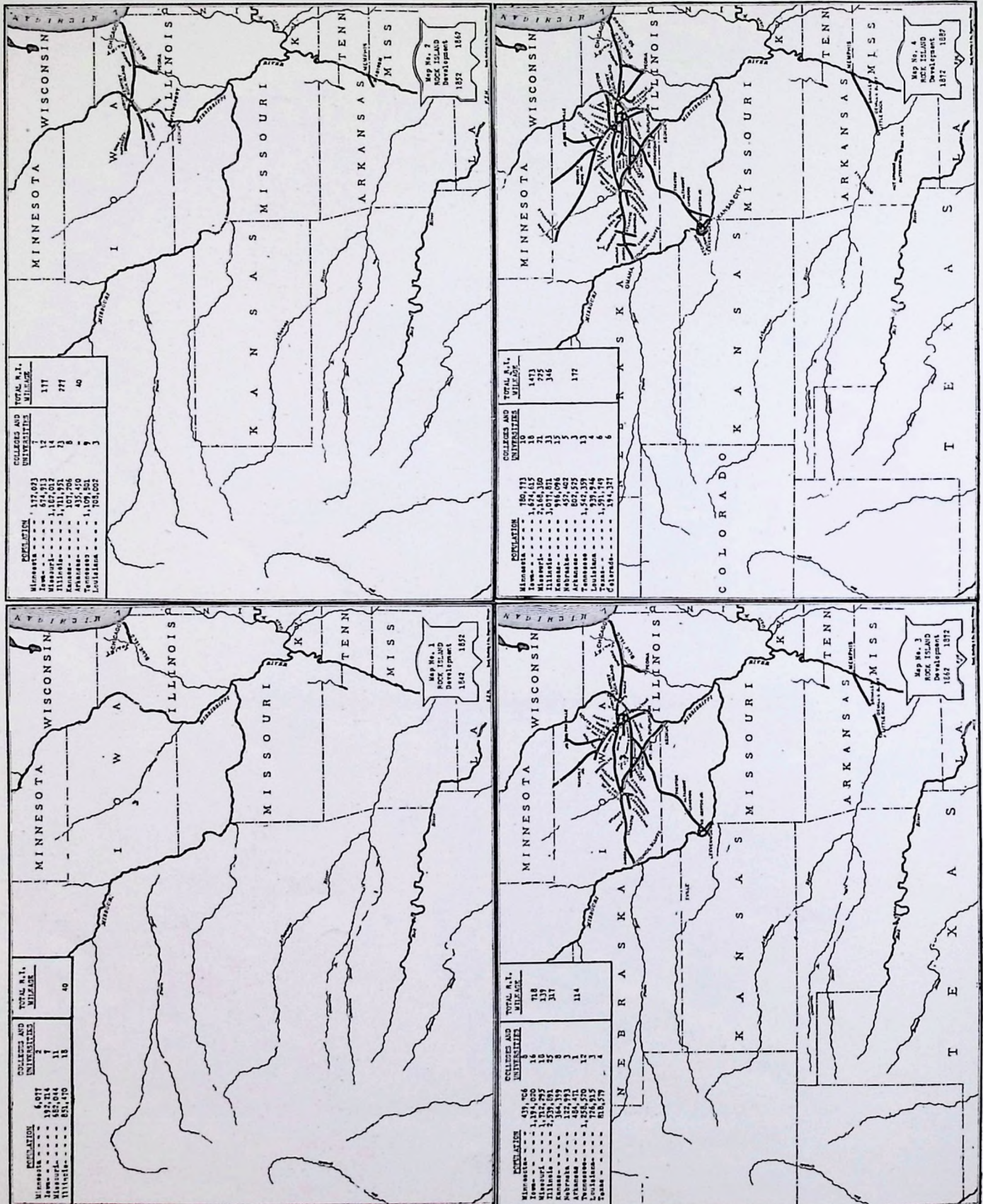
I WONDER!



(Copyright by Diggins Aerial Photo Co.)

"Can we correctly visualize the great Rock Island passenger terminal then existing between La Salle Street and the river, in Chicago?"

GROWTH OF ROCK ISLAND LINES BY DECADES





L. M. ALLEN, *Vice President*
ROCK ISLAND LINES
723 LA SALLE STREET STATION, CHICAGO.

PLEASE mail me, without charge, one of the medallions issued
by the Rock Island Lines on occasion of its Seventieth
Anniversary. (See reproduction on front cover of booklet.)

NAME.....

ADDRESS.....

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