

GEN. GRENVILLE DODGE, SURVIVING GREAT FIGURE OF CIVIL WAR

The death of Gen. Daniel E. Sickles leaves surviving but two of the civil war army corps commanders, they are Gen. Grenville Mellen Dodge and Gen. Peter Joseph Osterhaus.

Gen. Dodge may properly be called the American Kitchener, but a Kitchener great not only upon the field of battle and in time of war, but also in time of peace. His life is a wonderful example of well directed energy that shows a consistent upbuilding of character from very boyhood.

Born at Putnamville, near Danvers, Mass., on April 12, 1831, young Dodge struggled for his early education under difficulties. From the time he was 10 years old he worked, but with courage and determination he got the rudiments of his education during the winter

The American Kitchener, One of Remaining Two Corps Commanders, Worked Wonders for the Union Army During '61-65--Blazed a Way Through the Wilderness for the Union Pacific Railway--Gen. Osterhaus Now Living in Germany

diately and Capt. Dodge became the head of the Fourth Iowa Infantry. Within two weeks Col. Dodge was

him and four of those he rode were wounded. Nevertheless when the order came to retreat Col. Dodge fought stubbornly and simply sent back word that to retreat meant ruin.

In the battle of Pea Ridge Dodge lost one-third of his entire command and every one of his field officers was either killed or wounded. He himself was seriously wounded during the action, but remained in command to the close of the battle. For his services he was promoted to the rank of brigadier-general. Perhaps nothing can give a better idea of the personality of this brilliant officer than his modest letter to his father, written from the hospital soon after the battle.

"Dear father," he wrote, "I know there is no one who would like to have a word from me more than you. I write but little--am very weak from my wounds; do not sit up much; but I hope ere long to be all right again. Nothing now but the battle will interest you.

"It was a terrible three days to me; how I got through God only knows. I got off a sickbed to go to the fight, and I never got a wink of sleep for three days and three nights. The engagement was so long and with us so hot that it did not appear possible for us to hold our ground. We lacked sadly in numbers and artillery, but with good judgment and good grit we made it win.

"My officers were very brave. Little Capt. Taylor would stand and clap his hands as the balls grew thick. Capt. Burton was as cool as a cucumber and liked to have died to death; then the men as they crawled back wounded would cheer me cheer for the Union, and always say: 'Don't give up, Colonel, hang to them'; and many who were too badly wounded to leave the field took to their places, sitting on the ground, loading and firing. I have heard of brave acts, but such determined pluck I never before dreamed of.

"My flag bearer, after having been wounded so he could not hold up the colors, would not leave them. I had to peremptorily order him off. One time when the enemy charged through my lines the boys drove them back in confusion.

"Price fought bravely; his men deserved a better fate; but although two to one they could not gain much. Their artillery was served splendidly--they had great advantage over us in this. Miss ran out of ammunition long before night and left me to the mercy of their grape and canister. Had I had my full battery at night I could have whipped them badly.

"After the Fourth Iowa's ammunition gave out, or before this, all the other regiments and brigades had given way, leaving me without support, and when I found my ammunition gone I never felt such a chilling in my life. It is terrible just to have your cartridges give out. We had fired forty-two rounds, and had but a few left. I saved them and ceased firing, falling back to my supports.

"The enemy charged me in full force. I halted and they came within fifty feet. We opened on them such a terrible fire that they fell in a hot confusion. I had fired them and asked me to charge. This would have killed anybody but an Iowa soldier. No ammunition and to charge! We fixed bayonets, and as I gave the order the boys cheered and cheered, swinging their hats in every direction.

"Charge!" and such a yell as they crossed that field with you never heard

it was unearthly and scared the rebels so bad they never stopped to fire at us or to let us reach them. As we marched back, now dark, nearly one-half the entire army had got on the ground, and the back coats (Fourth Iowa) had got their fame up. The charge without ammunition took them all, and as we passed down the line the whole army cheered us. Gen. Curtis complimented us on the field, and what was left of the Fourth Iowa held their heads high that night, though a gloomy one for those who knew our situation.

"The next morning I fell to my lot to open the battle with my artillery again, and for one hour we poured it into them hot and heavy. We opened with thirty-two guns; they answered with as many, and such a roar you never heard. The enemy could not stand it and fled.

"Our whole army deployed in eight that morning and it was a grand sight with the artillery playing in open view. I have read of such things, but they were beyond my conception. This closed the battle and we breathed free.

"I escaped most miraculously. A shell burst right in front of me, and tearing away my saddle holsters and taking off a large piece of my pants, ever even scratched me. My clothes were riddled and I got a hit in the side that is serious, but I did not think of it at the time."

History describes vividly the sore straits of the Union army shut up in Chattanooga in 1863 by reason of the skillful distribution which Gen. Bragg of the Confederate service had made of his troops. The Federals were besieged and in imminent danger of starvation. It was desperately necessary that communication should be opened to Bridgeport and the line held so that supplies could be hastened to be forwarded to Chattanooga. Gen. Grant tells what he did in order that the siege might be raised. Here is again seen how Gen. Dodge's civil training and practical experience in railroad building served well at a critical moment:

"Sherman's force made an additional army, with cavalry, artillery and trains, all to be supplied by the single track road from Nashville. All indications pointed also to the probable necessity of supplying Burnside's command, in East Tennessee, 25,000 more, by the same road. A single track could not do this.

"I therefore gave an order to Sherman to halt Gen. G. M. Dodge's command of 8,000 men at Athens, and subsequently directed the latter to move our north to Nashville, and to rebuild that road.

"The road from Nashville to Decatur passes over a broken country, cut up with innumerable streams, many of them of considerable width, and with valleys far below the roadbed. All the bridges over these had been destroyed and the rails taken up and twisted by the enemy. All the locomotives and cars not carried off had been destroyed as effectually as they knew how to destroy them. All bridges and culverts had been destroyed between Nashville and Decatur, and thence to Stevenson, where the Memphis and Charleston and the Nashville and Chattanooga roads unite. The rebuilding of this road will give us two roads as far as Stevenson over which to supply the army."

"Gen. Dodge, besides being a most capable soldier, was an experienced railroad builder. He had no tools except picks and shovels. With these he was able to intrench his men and protect them against surprises by small parties of the enemy.

"As he had no base of supplies until the road could be completed he had to Nashville the first matter to consider, after protecting his men, was the getting in of food and forage from the surrounding country. He had his men and teams bring in all the grain they could find, or all they needed, and all the cattle for beef and such other food as could be found. Millers were detailed from the ranks to run the mills along the line

and insults, must force them to drink the contents of the cup of humiliation, to associate the last vestige of pride with their citizenship and flag, by permitting the spectacle of two German officers from the German cruiser Dresden coming ashore and notifying the Mexican authorities that if the mobs did not disperse immediately German marines would disperse them, and rescuing the American inmates of the Southern and Imperial hotels and taking them at midnight in a descending rainstorm aboard the German cruiser Dresden, where they finally arrived in safety with the exception of a few cut heads and bruises, thankful to God and the German officers that there was nothing worse.

"With shame to American manhood, American administration and naval capacity in some of responsibility, he said, every American woman, man, and child, abandoned by the only flag that should have protected them, was sneaked out of Tampico in ships flying the German and British flags, commanded by German and British officers.

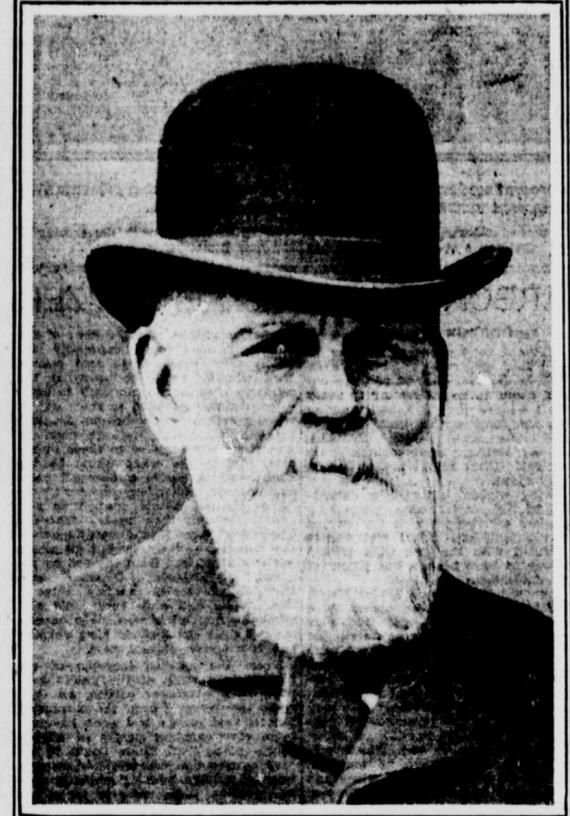
"The American yacht Wakiva of the Huasteca Petroleum Company, anchored two miles below Tampico, was notified by the Mexican gunboats that if she moved she would be sunk. She finally left the harbor flying the British flag.

"The American yacht Wild Duck, to which the American women were transferred from the German and British flags, was taken out by the large American fleet at sea flying the German flag and in command of a German naval officer from the cruiser Dresden.

"The spectacle of the American administration blundering, stupidity and humiliation at Tampico is ended and 2,000 disheartened Americans who exported it are on their way to their own homes with all their little worldly possessions attached to the mercy of the United States, to add to secure occupation in the already crowded field of competition and with only the clothing they, their wives and children wore in their hurried flight from their homes in the endeavor to preserve their lives."



Gen. Grenville Mellen Dodge.



Gen. Peter J. Osterhaus.

months and then at some sacrifice. In the summer he drove a butcher's cart and in the winter he helped in his father's bookstore in the post office at South Danvers. Somehow that atmosphere of books either influenced young Dodge or it opened a natural path for his native bent of mind.

In 1846 he entered the Norwich University of Vermont for the military and scientific course, and four years later was graduated as a civil engineer. The succeeding year he spent at Capt. Partridge's Military School at Norwich, and upon the completion of that term he went West and located at Peru, Ill. Thereafter the West became his home.

Engaging in city and suburban surveys, the thoroughness of his work soon attracted the attention of the authorities of the Illinois Central Railway, and before 1851 closed he was employed by that company in making surveys between Dixon and Bloomington, Ill. This was really the beginning of a remarkable career in constructive engineering and in the development of some of the biggest railroad projects this country has fostered.

Next he was engaged by the Rock Island Railway, and while employed by that road upon its Peoria branch wrote home prophesying the building of the first great transcontinental line and describing the general route it would follow westward to the Pacific. By a striking development of events Dodge years later not only helped to build that history making road but played a part in turning it into a national success.

In 1854 Grenville Dodge was in Council Bluffs, Ia., engaged in mercantile pursuits and in freighting upon the plains. He sent the first train through to Denver and opened there upon Cherry Creek, one of the pioneer business houses of Colorado. Incidentally he travelled among and traded extensively with various Indian tribes, and this association stood him in good stead during the Indian campaign of 1865-66 and while advancing the line of the Union Pacific and the Texas and Pacific railways.

Dodge was instinctively of a military habit of mind. In 1856 he organized and equipped the Council Bluffs Guards and was elected Captain of that organization. At the beginning of the civil war in April, 1861, he tendered his services to the Governor of Iowa, and the Guards were one of the first of the State militia companies to volunteer at the call for troops. The tender was declined because the Governor deemed it more important to defend the western border of Iowa than to weaken the State's military resources by sending any of its troops to the front. Later, when the Fourth Iowa Infantry Regiment was organized the Council Bluffs Guards were incorporated as Company B.

Gov. Kirkwood appointed Capt. Dodge upon his staff in the spring of 1861 and accepted his individual services, despatching him to Washington, where he felt a personal representative was sorely needed. There, by his energy and untiring zeal, Dodge obtained what the members of Congress from Iowa could not secure, namely, 9,000 stands of arms and much needed ammunition.

The manner of his doing things did not escape the notice of the military authorities at the national capital. The Secretary of War, recognizing Capt. Dodge's push and ability, offered him a captaincy in the regular army, but Dodge's State pride was strong and he declined. Then the Secretary of War, Simon Cameron, telegraphed to Gov. Kirkwood and urged that Capt. Dodge be given the command of an Iowa regiment.

leading his command against the enemy in northern Mississippi. While perfecting the organization of the Fourth Iowa Infantry he recruited Dodge's Battery, which distinguished itself in the campaigns of Vicksburg, Atlanta and Nashville. It was characteristic of Dodge's way of doing things that he did not wait for the Government to clothe and equip by slow stages his newly formed regiment. Instead he pledged his own credit for the purpose, and the value of his promptness was soon exemplified upon an early battlefield.

Col. Dodge asked nothing of his men that he was not ready to do himself. He led the advance in the capture of Springfield, Mo. He took a prominent part in the cavalry charge at Sugar Creek, and in the battle of Pea Ridge his brigade fought for three days, March 6, 7, and 8, 1862, and during the desperate struggle of the second day it was Dodge's men that saved Gen. Curtis's army from disaster.

He was ever at the forefront of the conflict. Three horses were killed under

American Refugees Say Our Warships Abandoned Them at Tampico

American refugees from Tampico and other points in Mexico on arriving at Galveston, Tex., charged American authorities with neglecting them and with leaving their rescue to British and German warships. D. E. Lamb of Los Angeles, Cal., said:

"We were brought out of Tampico by a German naval officer. Had it not been for this man there would have been a repetition of the Alamo massacre in the Southern Hotel, where the Americans were barricaded. The howling mob which had already shot out the window lights of the hotel were battering on the door when the German officer came and dispersed the mob and secured the assurance of Gov. Zaragoza that we would be protected until the next morning.

"We have never learned why the American ships abandoned us as they did. If one of these warships had dropped a few shells into the town it would have scared those Mexicans so they would not have dared harm a hair of our heads. But instead of that they abandoned us to a howling mob, which was going through the streets yelling, 'Death to the gringos!'

"We did not know anything about the serious situation between the United States and Mexico. We are united in the opinion that the least the United States could have done was to let us know that Vera Cruz was going to be attacked and to give us an opportunity to get out.

"Since we landed I have heard a lot of people say, 'Well, you had no business down there. Why didn't you get out then?' In answer to that I want to say that Americans were practically safe in Mexico until a short time ago.

"The oil fields at Tampico have to be attended to. Thousands of barrels of oil will run off in the sea if there isn't some one there to attend to it. We oil men have to go where we can get work. When one field gives out we have to go to another, even if it is in a foreign country.

drawn up aboard the Esperanza while quarantined in the harbor at Galveston, voices the sentiments of practically all of the American refugees from Tampico who reached Galveston:

"During the battle between Federals and rebels which raged in the suburbs of Tampico from April 6 to 11, and in which much American property was destroyed and Americans were driven from their homes and occupations, the bitter feeling on the part of the Mexicans toward the Americans, whom they blame for all of Mexico's troubles during the last three years, became so intense that after the battle many Americans with all kinds of business in the surrounding country considered it unsafe to move beyond the outskirts of Tampico and could only do so on special passes issued by Gov. Zaragoza, which allowed them to pass the three Federal gunboats anchored in the Panuco River. Most of the traffic for 100 miles about Tampico is handled on the rivers. The railroads have been abandoned for months.

"The bitterness in Tampico became general almost to the extent of viciousness. The Americans kept as closely as possible to their homes and places of business with self-reliance and confidence in themselves and the ability of their flag to protect their lives and property wherever they might be.

"At nearly the height of this dangerous crisis and through somebody's stupidity the Dolphin and the cruisers Chester and Des Moines, which were in the harbor and stripped for action, raised anchor at 9 A. M., April 21, and sailed tranquilly out to sea, withdrawing the last vestige of American protection in Tampico. With them went from the breasts of 2,000 Americans, men, women and children, who witnessed it the last hope, admiration and pride in their American citizenship and in the American flag.

"The removal of these vessels and this protection at this crisis of extreme danger and exposure to the mercy of the population which have only a thin crust of civilization, little reason and morals, was little short of an administrative and a naval crime. On the Americans who were left behind it had the effect of a general procession which might be followed by many others before the day was done.

"No explanation for the withdrawal of the fleet was offered, none as to whether it would ever return. It was still lying tranquilly at anchor on the high seas

on April 21, apparently waiting for the fragile Mexican gunboats to come out.

"While Americans at about 4 P. M., April 21, were anxiously discussing the misfortune caused by the removal of the fleet and realizing that every man must now be the protector of his own life and those of his family the news of the battle of Vera Cruz reached Tampico.

"Brown howling mobs, armed with clubs, stones and pistols, immediately congregated all over the city, parading the streets and howling for gringo blood. To a Mexican everything with a white face is a hated gringo.

"Americans immediately rushed to their homes or places of imaginary safety. Englishmen and Germans appealed to their Consuls and were hurried aboard their cruisers and merchant ships near the custom house. There was a small American ship in the harbor, a private yacht, which did not dare to display her American flag.

"The American Consul, Miller, working like a Trojan, with a serious and almost hopeless task to preserve the lives of his countrymen, was in consternation. Hundreds of Americans could not reach him through the mobs to ascertain his plans for their protection if he had any.

"Door Miller, the United States Consul, deserted by the American flag like the rest, left Tampico on a British ship under the British flag with the last of the American refugees, which did not dare to display her American flag.

"Some 150 Americans, men, women and children, assembled at the Southern and Imperial hotels, locked themselves in and made the best hurried preparations they could to sell their lives as dearly as possible.

of the army, when these were not near enough to the troops for protection they were taken down and moved up to the line of the road.

"Blacksmith shops, with all the iron and steel found in them, were moved up in like manner. Blacksmiths were detailed and set to work making the tools necessary in railroad and bridge building. Axemen were put to work getting out timber for bridges and cutting fuel for the locomotives when the road should be completed; car builders were set to work repairing the locomotives and cars." Gen. Dodge had the work assigned to him finished within forty days after receiving his orders. The length of road repaired was 182 miles. Surely a wonderful achievement in the face of extraordinary difficulties.

"During his command of the district of Central in 1863 and at the head of the left wing of the Sixteenth Army Corps Gen. Dodge displayed his high qualities as an administrator and soldier. He organized the freedmen into regiments and raised the First Alabama Cavalry, composed of refugees from the State, and made of that organization a fine body of troops as ever drew sa-

les." His duties were both complex and manifold. Besides fighting he filled a position that made him general engineer, railroad manager, collector of news, organizer of an information corps, scout, &c. Both Gen. Grant's army on the Mississippi and Gen. Rosecrans's troops at Chattanooga relied on him for information as to the movements of the enemy, and never in vain.

Because of his great services preliminary to the fall of Vicksburg in July of 1863 Gen. Grant urged that Dodge should be given the rank of Major-General. As a fighter Grant spoke of him in these terms: "He is too valuable an officer to be anywhere except in the front, and one that you can rely upon in any and every emergency."

This was again to be amply confirmed when Dodge shared in the desperate work cut out for the Union army at Atlanta in 1864. One glimpse as that memorable day of July 22, when the fate of the Federal forces hung in the balance and the tide turned because of Dodge's prompt action, will be enough to show the stuff of which he was made.

Gen. Dodge had arrived at Gen. Pul-

ler's headquarters and was about to dismount for lunch with the latter when firing was heard in the distance. Realizing that something serious was afoot he hastened away without thought of food, and casting red tape to the wind he delivered orders directly to the colonels of regiments by which it was possible to meet and to halt the surprising attack of the foe. In speaking of that particular action Major W. H. Chamberlain of the Eighty-first Ohio Volunteers has written:

"The battle of Gen. Dodge's corps in this open ground, with no works to protect the troops of either side, was one of the fiercest of the war. Gen. Dodge's troops were inspired by his courageous personal presence, for he rode directly along the lines, and must have been a conspicuous target for many a Confederate gun.

"His sturdy saddle horse was worn out early in the afternoon and was replaced by another. There was no soldier who did not feel that he ought to equal his General in courage, and in the light of the war exhibited greater personal bravery on the part of an entire command than was shown here."

It was at the close of this day that Dodge, being the junior corps commander, was despatched by Gen. Logan at the request of both Logan and Blair to see Gen. Sherman and to ask for reinforcements to relieve the forces of Blair, Logan and Dodge after their desperate struggle and capture of their exposed positions. Of his interview with Sherman Dodge has said:

"I stated to him my errand. He turned upon me and said: 'Dodge, you whipped them to-day, didn't you?' I said, 'Yes, sir. Then he said: 'What do you do it again to-morrow?' And I said, 'Yes, sir. I bade him goodbye and went back to my command, determined never to go upon another such errand.'

On the first of May, 1866, having finished his military work, Dodge was granted leave of absence and assumed at Omaha the duties of chief engineer for the Union Pacific Railway. His work in behalf of that road became scarcely less memorable than his battle records, and his wartime experiences served admirably to fit him for that gigantic task of blazing a way through the wilderness and planting the rails that were to bind in intimate relations the Americans of two continents and opening up a vast intermediate empire of industry.

There is less that can be written of Brigadier-General Peter Joseph Osterhaus, because while a sterling and able ways capable commander, his services were less spectacular and less varied than those of Gen. Dodge, who, though he fought well, his nobility, his high great credit upon more than one occasion. Nevertheless, he is a prominent figure and fine example of the foreign born citizen who belongs so valiantly and well during the past years of the civil war.

Gen. Osterhaus was born at Oels, Germany, January 1, 1823, and at the age of 26 came to the United States. His military career began here as commanding major of the Second Missouri Rifle Battalion on April 21, 1861. At Pea Ridge he commanded a division and under Grant at Chattanooga he commanded the first division of the Fourteenth Army Corps. He was chief of staff to Gen. Canby during the Atlanta campaign, and later was in command of the military district of Mississippi and the middle of January of 1866.

From 1868 to 1877 he was the United States Consul at Lyons, France. Gen. Osterhaus is the father of the Admiral Hugo Osterhaus of the United States Navy. The old soldier is now in the declining years of his life, but still retains his vigor and energy.