

William Jackson Palmer

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Sep 17, 1836 Born at Kinsale, a farm, near Leipsic, Kent County, Delaware. John and Matilda Jackson Palmer were his Quaker parents. His father was a former schoolmaster who grew tired of teaching and bought a farm at Kinsale. The family moved to Philadelphia, his father's birthplace, when William was five. He attended the Friends' School, Zane Street Grammar School, and Boys' High School.

Childhood Experiences

Philadelphia was the largest and most important city of the nation. There would have been Friends' Meetings on Sunday, great yearly Meetings, and Thanksgiving celebrations. The city experienced troubles. After 1830 the anti-slavery zeal of Abolitionist workers and speakers aroused a violent reaction. There were anti-Abolition and anti-Negro riots. In 1844 there were anti-Catholic riots with churches and convents burned and mobs fighting troops in the streets. From an early age, in his parents' home or in the company of their friends-Lucretia Mott, the famous Quakeress; and the great preacher Reverend W. H. Furness (his home an Underground Railway station)- the boy must have heard discussions of the vital topics of the day. It seems to be here that he acquired his ideals.

1853 Went to work as a surveyor's helper on the little Hempfield Railroad in the mountains of Pennsylvania. The railroad was being laid out by Charles Hallet, one of the leading engineers of the day. Hallet had constructed the great suspension bridge that crossed the Ohio River at Wheeling, another over the Schuylkill River, and designed a span for the Niagara River.

1855-56 Palmer went to Europe to learn from railroad men in the British Isles, France, and Germany about the use of coal, rather than wood, as fuel for locomotives. His uncle Frank H. Jackson was associated with the Westmoreland Coal Company and loaned him the money for his ship passage. He had letters of introduction from family friends in Philadelphia to influential persons in England. His English contacts helped him with introductions on the continent. He had arranged with editor of the *Miner's Journal* that he would write a series of articles regarding his discoveries in railroading and coal mining. He was paid \$4 for each published article. He returned home convinced that coal must be substituted for wood as locomotive fuel. He knew he needed to learn more about coal.

1856 Joined Westmoreland Coal Company where he concentrated on the problems using coal in locomotives. Within six months he was the company secretary and treasurer. In this position he was able to talk to men prominent in both railroading and coal industries.

Jun 1, 1857 J. Edgar Thomson of the Pennsylvania Railroad, whom Palmer had met in London, hired Palmer as his Confidential Secretary. The railroad was chartered in 1844 and first built a line from Harrisburg to Pittsburgh. Years later the Pennsylvania RR secured the Philadelphia-Columbia line and extended it to Harrisburg. The first through train from Philadelphia to Pittsburgh ran in July, 1858. This main line and a few branches, was the entire Pennsylvania system until 1860. Thomson had a knack for choosing and inspiring subordinates. His right-hand man was Thomas A. Scott-later Assistant Secretary of War under Lincoln-then General Superintendent, while out in the west young Andrew Carnegie was still working as a telegraphist. Thomson insisted on the highest standard of technical efficiency.

1859 Palmer's experimental coal burning locomotive was tested against Carnegie's improved wood burner. The cost of coal consumed was less than half the cost of wood.

Palmer traveled to St. Louis, Chicago, and nearby areas of both cities to inspect lands owned by Thomson. This was Palmer's first exposure to the region west of Pennsylvania.

Palmer and his good friend Isaac Clothier sponsored an anti-slavery lecture in Philadelphia. It was controversial, the men stood their ground when threatened and went forward with the program.

1860 Palmer and Isaac Clothier were both involved in the campaign to elect Lincoln. Palmer served as secretary of the Philadelphia Young Men's Republican Club.

Civil War Service

The war presented a conflict for Palmer's Quaker faith and his personal values. After reflection he decided to volunteer to lead a special light cavalry troop of "young men of respectability, chosen for intelligence and patriotic spirit, and pledged not to touch intoxicating liquor during their service". General Buell was so pleased with the troop that he enlarged it to a battalion and sent Captain Palmer back to Pennsylvania to recruit men. He quickly raised a regiment of 1200 men in ten days. They became the 15th Pennsylvania Cavalry.

At Antietam, Palmer's men were a primary source of information for McClellan. The day after the battle, Palmer with an army scout and a local Methodist parson went behind the Confederate lines to gather information. Palmer was captured but not identified as a spy. He was sent to Castle Thunder, an old tobacco warehouse in Richmond that was now a prison. He was released in January, 1863 through a prisoner exchange and returned to his regiment.

Palmer and his men served with the Army of the Cumberland at Murfreesboro, Chattanooga, Franklin, and Nashville. On recommendation of General Thomas with the support of Tom Scott, Palmer was promoted to Brevet Brigadier General. His new command was the First Brigade of Gellen's Division including the 15th Pennsylvania, 10th Michigan, and 12th Ohio Cavalry. Palmer's cavalry brigade pursued Confederate President Jefferson Davis. They captured the Confederate treasury wagons May 7, 1865. Michigan Cavalry captured Davis May 18.

General George H. Thomas cited Palmer as "the best cavalry officer in the service". At Nashville, on June 21, 1865 the regiment was mustered out of service.

Transcontinental Railroad

Prospects for a Pacific Railroad were in the air long before the Civil War. Discovery of gold in California brought it to the fore in 1853. Jefferson Davis, as Secretary of War, sent out his surveys 1854-57. They reported on four routes- The Northern, From the Great Lakes to the Pacific; the Central, from Chicago and Omaha by South Pass; the route along the 35th parallel; and that along the 32nd. Davis preferred the last; the Gadsden Purchase of land from Mexico was for that purpose. With the War, that plan fell through. The choice was between Chicago and St. Louis as the starting point for the Central route. There was lobbying, bribing, arguing, and at last a bill that passed in 1862 that brought in both rivals. The Union Pacific Railroad Company was to build west from Omaha and meet the Central Pacific in Utah. At the same time a line was to be built westward from Kansas City to link with the main Union Pacific line on the 100th meridian (Nebraska). The link was later adjusted by Congress to allow the Kansas Pacific to continue through Denver and link with the UP at Cheyenne.

1865 Palmer joined the Union Pacific Eastern Division, later called the Kansas Pacific, as Secretary and Treasurer.

1867-68 Palmer led a survey party to identify potential Kansas Pacific routes across Colorado, New Mexico, and Arizona to California. The group left the railhead at Salina, Kansas June, 1867 and returned to the railhead at Fort Wallace, Kansas March 10, 1868.

Kansas Pacific Southwest Survey

The Directors of the Kansas Pacific became interested in the possibility of building their railroad on through the southwest to California. In the spring of 1867 they sent out a party under the leadership of General Palmer to map and survey the line. They surveyed possible routes along both the 35th (three routes) and 32nd (two routes) parallels. The challenge of mountains, desert, and Indians along with the time pressure of the Directors wanting immediate answers to determine their route created a demanding schedule.

The total length of routes accurately chained and leveled and surveyed by instruments was 4,464 miles, far more had been examined and roughly mapped. *The Report of Surveys Across the Continent*, written by Palmer, was published in 1869. Earlier surveys had favored the 32nd parallel. Palmer claimed that an excellent route could be built to San Francisco along the 35th parallel. Dr. William A. Bell was a young English physician on the expedition. He wrote *New Tracks in North America*, a book which gave a full and fascinating account of the expedition. Palmer and Bell became lifelong friends and business associates.

The plans for the Kansas Pacific's transcontinental railroad were never carried out. Three lines cross the continent today across the country General Palmer and his party mapped and surveyed.

1869 Union Pacific was unable to provide financial support to completing the Denver Pacific from Cheyenne to Denver. In February, Congress authorized the Kansas Pacific to contract with the Denver Pacific for the construction, operation, and maintenance of the DP. The Kansas Pacific, in effect, took over the Denver Pacific. The companies involved did not receive a bond subsidy, but they did receive a land grant and authority to bond their roads to the amount of \$32,000 per mile. The DP/KP combination led to the later completion of the Colorado Central to Cheyenne (via Longmont) as a competitive response. The Union Pacific later gained control of the Colorado Central.

Palmer was made a director of the Kansas Pacific. He was given a choice of directing the Kansas Pacific financial affairs in New York, or assuming field direction of construction from the Kansas railhead to Denver, then from Cheyenne south to Denver. He chose construction.

Palmer was on a business trip westbound on a train somewhere between Cincinnati and St. Louis when he met William Proctor Mellen. Palmer had an opportunity to expound on his idea for a railroad from Denver to Mexico City. During their conversation, Mellen's daughter Queen entered the room and met Palmer. It was practically love at first sight.

1870 Denver Pacific completed construction between Cheyenne and Denver June 24. Construction crews were transferred to the Kansas Pacific line. On August 15 Kansas Pacific track laying crews set a record by laying 10 ¼ miles of track in ten hours. This completed construction of the railroad from Kansas City to Denver.

Following completion of the Kansas Pacific, Palmer and Dr. Bell visited Colorado City, Pueblo, Trinidad, and the Maxwell Estate. Upon his return Palmer went to Philadelphia where he received offers to become involved in other railroad projects. Instead he refined the plans for his north/south railroad.

In April William Mellen and daughter Queen visited Colorado for the first time. By this time, Palmer had secured 2000 acres surrounding what he had named Queen's Canyon. Palmer originally called the area Bijou. The Palmers changed the name to Glen Eyrie because of a pair of eagles who for many years built their home in the huge rock formations high in the glen. It was during this first visit that Queen conceived and began the drawings of their first home.

The Mellens

Mary Lincoln Mellen was born March 26, 1850 in Prestonburg, Kentucky. She was the only child of William Mellen and Isabel Clark Mellen. When she was four, her mother died of "brain fever" at age 25. It is a guess as to the origin of her nickname "Queen". However, it is likely that her father lavished attention on his pretty little daughter. William later married Isabel's sister Ellen Clark, 22 years his junior. They had six more children. From the age of 16, Queen and her family lived in Flushing, New York.

At the time he and Palmer met, William Proctor Mellen was a New York lawyer who had previously practiced law in Illinois and Ohio. He became Supervising Agent of the Treasury Department and later General Agent when his former partner, Salmon P. Chase, became Secretary of the Treasury. In 1869 Mellen had recently returned to private practice and was ready for a new and exciting venture.

William Proctor Mellen died November, 1873. Mellen's wife Ellen and her children came to live in Colorado Springs. Palmer, as he had promised, became a surrogate father to the Mellen children.

Oct 27, 1870 Denver and Rio Grande Railway Company was incorporated in Colorado. Directors were William P. Mellen of New York, R. Henry Lamborn of Philadelphia, Alexander Hunt of Denver, Howard J. Schuyler of Denver, and William J. Palmer of Colorado. The routes of one main line and seven branch lines were described in some detail in the second article. The detail included mention of a line from "Canon City through the Big Canon of the Arkansas".

All holders of D&RG stock were entitled to subscribe, pro rata, to The Mountain Base Improvement Company. This land company held the tracts along the railway where the colonies/towns were to be started.

Nov 8, 1870 William Palmer and Queen Mellen were married at her father's residence in Flushing, New York. The couple took a three month honeymoon trip to Europe. It was a combination of work and pleasure, with Palmer busy making contacts for financing his new railroad.

1871 Agreement was made between the D&RG and the Union Contract Company for the latter to construct and equip the entire main line from Denver to El Paso. The first division between Denver and a point near Colorado City was to be completed and ready for use January 1, 1872. The directors and management of the Union Contract Company were all men directly involved in the D&RG.

The Mountain Base Improvement Company held 10,000 acres in El Paso County that was to be the site of the new town. June 26 The Fountain Company of Colorado (Palmer president, Robert Cameron vice

president) took over the lands for development. Robert Cameron was a new face. He was vice president of the Greeley Colony and was recruited to lay out and take charge of the new town.

D&RG construction was completed to Colorado Springs October 21.

Queen Palmer started the first public school in Colorado Springs. The building was completed as part of General Palmer's plan for the new community. The Palmer home at Glen Eyrie was under construction. The family moved into the four rooms above the carriage house.

1872 In February, the Palmers moved into their new home at Glen Eyrie. This original house was wood frame and adobe construction. There would be further additions and renovations to the home in 1881-82.

In March Palmer and his wife Queen along with Maurice and Rose Kingsley traveled to California by train. The Kingsleys were brother and sister from England, two of the first settlers in Colorado Springs. They were joined by General Rosecrans in San Francisco. The group traveled to Mexico by ship, overland by stage and mule to Mexico City. The purpose of the trip was to explore routes and prospects for Palmer's Mexican railroad. A survey party led by former Colorado governor Alexander Hunt traveled by land from Colorado. The Palmer party returned by way of Veracruz, Havana, Florida, and then train to New York. Queen stayed at the family home in New York while Palmer returned to Colorado.

June 15 the D&RG connection to Pueblo was completed. October 31 construction was completed to the coal fields at Labran, eight miles from Canon City. Rails were finally laid to Canon City in 1874 after local approval of bonds to assist with financing.

October 30 daughter Elsie was born in Flushing, New York. Queen's step-mother Ellen had a baby daughter Maud born about the same time as Elsie.

Act of June 8, 1872

This congressional act confirmed the Colorado charter privileges granted to the D&RG and bestowed upon it a right of way 200 feet wide through the unoccupied portions of the public domain, the privilege of taking timber, stone, and earth from the public lands adjacent to the right of way, and 20 acres of land every ten miles for station purposes. The company was also given the same authority to condemn private land as was given to the Pacific railroads in 1862. The act required the railroad to build as far south as Santa Fe within five years to retain the privileges granted to it. March 3, 1877, Congress granted the railroad an additional five years for completing construction to Santa Fe.

The D&RG was the first railroad west of the Missouri River not to receive financing help nor land grants beyond right of way from the Federal government. Its charter came from Colorado territory, unlike the railroads chartered by the U. S. Congress. As a result, it was forced to comply with provisions enacted by the legislatures of the several territories and states through which the road ran.

1873 Nationwide financial panic made it nearly impossible to obtain additional financing. D&RG construction stopped.

1875 Law adopted March 3 required railroads to file a plat and profile of any proposed route with the General Land Office. The D&RG failed to do this for its previously surveyed routes over Raton Pass and

through the Royal Gorge and Canon. The failure to do this comparatively small amount of work provided the foundation for the later controversy with the Santa Fe.

Late in the year construction began with slow progress on extending the D&RG south from Pueblo.

1876 The railroad was completed April 20 to El Moro, five miles from Trinidad. The town was founded by parties interested in the D&RG. It was established in keeping with the policy of the company to develop new town sites rather than seeking termini in towns already in existence. The citizens of Trinidad were greatly displeased. The Santa Fe later capitalized upon this feeling when the controversy over Raton Pass occurred.

D&RG line to La Veta was completed to La Veta in July. The La Veta Town Company was immediately organized. The line reached the summit of La Veta Pass June, 1877, Garland City in July, and Alamosa in 1878.

1878

Raton Pass

On February 26, 1878, President Thomas Nickerson of the AT&SF authorized William Strong to go ahead with construction toward Santa Fe. Strong sent a telegram to engineers Ray Morley in La Junta and Lewis Kingman in New Mexico: "Come". It was a prearranged signal for them to get hold of some men and lay claim to the vital Raton Pass. Chief Engineer A. A. Robinson joined Morley in Pueblo and promptly boarded a Rio Grande train headed for El Moro. Late at night, they got horses and pushed on to the home of "Uncle Dick" Wootton near the Pass. James A. McMurtrie, chief engineer for the Rio Grande, and Jim DeReemer, field engineer, were on the same train and carried the same instructions, but unlike Robinson, they stayed overnight at El Moro, unaware of the urgency of the situation.

When on the morning of February 29 McMurtrie and his men arrived at the scene of his proposed endeavors, he was greeted by Robinson and a group of transients pressed into service, all busily engaged in what they said was railroad building. The "little armies", about equal in strength, eyed each other for a while, exchanged a few threats, and then the Rio Grande men moved on. The AT&SF asked for and received an injunction prohibiting its rival from interfering with construction. Wootton received a monthly payment and lifetime pass on the AT&SF.

Royal Gorge War

On April 19, 1878 construction crews from the D&RG and the AT&SF arrived at the east entrance to the Royal Gorge, west of Canon City. The canyon was essential to rail access to western Colorado, Leadville, and eventually Utah. Costly litigation and confrontation occupied the two railroads for nearly two years. Court decisions went back and forth. Eventually the D&RG claim to the Royal Gorge route prevailed at the U. S. Supreme Court. Final details were resolved in an out of court settlement known as the Treaty of Boston.

D&RG resources were exhausted. Palmer yielded to bondholders' insistence. Representatives of D&RG bondholders signed an agreement with the AT&SF October 19 to lease the narrow gauge for 30 years. The lease apparently ended with the Treaty of Boston.

1879

Jay Gould

As passions in the Royal Gorge War soared to new heights, there stepped into the picture one of the most talked about men in American railroad history. Jay Gould, that master of financial intrigue, had just succeeded in merging the Union Pacific and Kansas Pacific, and with this stroke put himself in position to strike a mortal blow at the AT&SF.

He now offered to buy, through an exchange of stock, one half of the D&RG trust certificates, which controlled the stock held in trust for that captive company. Agreement was reached September 8, 1879 to Gould and Russell Sage to purchase 37,791 shares of stock at 22% of par value. Gould and Sage also agreed to advance \$400,000 in cash to help the D&RG to reduce its debt. Palmer and the other directors agreed to make no traffic agreements with the AT&SF or any other road that did not provide equal rights to the Union Pacific and Kansas Pacific. Gould guaranteed that in any such arrangement there would be no discrimination against the D&RG. Both Gould and Sage became D&RG board members.

Then Gould announced the organization of a new railroad called the Pueblo and St. Louis to run down the Arkansas Valley some 340 miles to Great Bend, Kansas where it would connect with a Gould built extension. The Colorado portion of the line, about 150 miles in length, would be built by the D&RG. During the fall of 1879, the D&RG voting certificates Gould had purchased at 22 soared to 75.

Gould died December 2, 1892 in New York City.

1880

Treaty of Boston

Court decisions were moving in favor of the D&RG. The AT&SF was concerned about Gould's plans for competing lines. An agreement was reached in February among representatives of the affected railroads meeting in Boston. The Royal Gorge War was brought to a close with these provisions:

The receivership of the D&RG was to be terminated and all litigation stopped, with each company settling its own costs.

For surrendering the already constructed portion of the railroad between Canon City and Leadville, The AT&SF \$1.4 million plus interest for labor and materials expended, and an additional award of \$400,000.

The D&RG agreed to abandon building of its proposed Pueblo and St. Louis line and to go no further into New Mexico than a point about halfway between Conejos and Santa Fe.

AT&SF agreed not to build into Denver, Leadville, the San Juan country, or any point west of the D&RG established lines provided it received one half of the D&RG business in Southwestern Colorado and one fourth of that from Denver. There were also reciprocal arrangements regarding traffic of the Union Pacific over the Denver, South Park, and Pacific tracks near Leadville.

The agreement was to last ten years.

Denver and Rio Grande Western

In December 1880, Dr. William Bell quietly organized the Sevier Valley Railway Company with the announced purpose of building south from Ogden as far as the northern boundary of Arizona. From this route another road would move eastward over Salina Pass, across castle Valley to the Green River, and from there to Colorado's western boundary. Utah law required that two thirds of the incorporators of any railroad to be run within the limits of Utah be residents of the territory. In the summer of 1881 the Sevier Valley Railway and the Salt Lake and Park City Railway were absorbed by a new line called the Denver and Rio Grande Western Railway Company, popularly known as the "Western". Within one year the Western acquired other small roads: the Bingham Canyon and Camp Floyd, The Wasatch and Jordan Valley Railroad, and the Utah and Pleasant Valley Railway Company.

There was no doubt that the D&RGW was another of Palmer's projects. It had many of the same stockholders. Palmer and Bell were on the board of directors and D. C. Dodge, general manager of the D&RG, headed the new company. August 1882 the connection became even clearer when the D&RG leased the Western for a period of 30 years, guaranteeing to pay the leased line 40% of the gross receipts from its trackage and to pay all operating and maintenance expenses. The agreement involved 469 miles of track.

It was now obvious that the D&RG axis had shifted to an east-west position. Rich silver strikes in the mountains of Colorado and a war with the AT&SF had thrown it into the arms of Utah. El Paso watched with disappointment as the world's longest narrow gauge swung into a position paralleling the major transcontinentals.

1880 D&RG completed the lines from Canon City to Leadville, and Alamosa to Chama by way of Antonito and Antonito to Espanola.

Three D&RG subsidiaries controlled by William J. Palmer merged to form the Colorado Coal and Iron Company headquartered in Pueblo. These were the Colorado Coal and Steel Works Company, the Central Colorado Improvement Company, and the Southern Colorado Coal and Town Company. The company's integrated iron and steel mill using blast furnaces and the Bessemer process began production April 12, 1881. It was the only integrated mill west of St. Louis until World War II.

Palmer Family

In May, 1883 William and his mother traveled to England and were there a few months with Queen and the girls before the entire family returned to Colorado. Later in the year, Queen recognized that she could no longer live in Colorado's thin air. She and the girls moved first to Newport then to New York. From 1884 to 1886 they lived in the Dakota Hotel, Central Park West and 72nd Street, in New York City. This was the residence many years later for Beatle John Lennon and his wife Yoko Ono. After two winters of illness, Queen and her children moved to England and its relatively mild climate. There they spent the next ten years; first in London then later just southeast of London at Igtham Mote, five miles from Sevenoaks, Kent. General Palmer made many trips to England, visiting once or twice a year.

Queen died in England December 27, 1894 at age 44. Elsie, Dorothy, and Marjory came home to Glen Eyrie after their mother's death.

1880 Following a summer trip to Leadville, Queen experienced her first heart attack at age 30. This condition would affect her for the remainder of her life.

Dorothy, second daughter of Queen and William, was born October 29 in Colorado.

1882 D&RG completed lines from Gunnison to the Utah border, Durango to Silverton

1883 March 30 construction crews of the Western met those of the D&RG a few miles west of Green River, Utah where the traditional last spike was driven.

Following the replacement of four D&RG directors loyal to Palmer with directors from outside Colorado, conflicts between the board and management increased. Palmer resigned as president of the D&RG August 9 but remained as president of the D&RGW. D. C. Dodge continued as General Manager of both railroads until he resigned his position with the D&RG in March 1884. Dodge continued as General Manager of the D&RGW.

1886 D&RG completed the line from Espanola to Santa Fe.

1887 D&RG built the line from Minturn to Aspen by way of Glenwood Springs. D&RG also built from Montrose to Ouray.

1889 Rio Grande and Pacific Railroad Company built the 27 mile track from Glenwood Springs to Rifle. Directorate and officers were essentially the same as the D&RG.

D&RG built a line from Sapinero to Lake City.

1890 George Gould's Missouri Pacific Company began buying D&RG stock. The D&RG in turn commenced heavy purchases of D&RGW stock.

Rio Grande Junction Railway Company, jointly owned by the D&RG and the Colorado Midland, built a broad gauge road from Rifle to Grand Junction.

1892 Colorado Coal and Iron Company merged with Colorado Fuel Company. Colorado Fuel was founded 1883 by John C. Osgood and other investors from Iowa and Colorado. The company was associated with the CB&Q railroad. The merged company was Colorado Fuel and Iron controlled by Osgood.

1901 George Gould became chairman of the D&RG board. Palmer and vice president George Foster Peabody (unclear whether other sellers were involved) sold their interest in the D&RGW and the Utah Fuel Company to the D&RG (then controlled by the Missouri Pacific) for \$15 million. The transaction marked the end of General Palmer's railroad career. It was from these proceeds that Palmer distributed \$1 million to D&RGW employees.

1902 Palmer and his associates sold all their stocks and bonds for the Mexican National Railroad Company. In 1905 Palmer and his business associates withdrew from any further connection with the Mexican railroad construction company.

1903-04 General Palmer transformed Glen Eyrie into the impressive stone castle that it is today. Mr. Sterner, the architect and builder, perpetuated Queen's original ideas and characteristics of the original structure. Stones were quarried in nearby Bear Creek Canyon. When the core of the house, the beehive structure of Queen's design, was surrounded by stone the original wood frame was removed.

1906 October 27 Palmer took his usual morning ride with two of his daughters and a guest. He had given his horse to the guest and was riding one with which he was less familiar. On the way home, when near the gate of Glen Eyrie, his horse stumbled and threw him heavily. His spine was badly damaged. He survived but never walked again.

1907 August 17 the party of 100 men started from Philadelphia, in a special train of Pullmans and dining cars, which picked up more guests along the way, while others came from California and all the west, until finally the number reached 280 and more. It was the annual reunion of the 15th Pennsylvania Cavalry. Palmer was determined that since he could not travel, the men would come to him. All their expenses from the time they left home until they returned were paid by General Palmer. Colorado Springs welcomed them with open arms and great celebration.

March 13, 1909 General William Jackson Palmer died at Glen Eyrie and his ashes were interred at Evergreen Cemetery in Colorado Springs. After William's death, Queen's ashes were disinterred from an English graveyard. They were placed under a Ute Pass stone near the General's.

Philanthropy While living, Palmer gave away half his wealth, an estimated \$5 million, the greater part to Colorado Springs, Colorado College, hospitals, and institutions including the Colorado School for the Deaf and Blind. Because he was so unostentatious, much of his giving is probably unknown. The remainder of his wealth was left to his family, with a legacy to Colorado College and generous provisions for friends and servants.

Palmer Memorial Tablets The first tablet was unveiled at Denver Union Station February 12, 1929 presented by his old friend George Foster Peabody. Similar tablets were presented by Peabody and dedicated at Salt Lake City and Palmer Hall at Colorado College. In September 1930 a plaque was unveiled at Colonia Railway Station in Mexico City by President Calles and Ambassador Morrow, in honor of the creator of the Mexican National Railroad. The inscription on each tablet is the same:

WILLIAM JACKSON PALMER
1836-1909

Union Cavalry General, pioneer railroad builder, prophet of Colorado's greatness. He mapped the route of three transcontinental railways, supervised the building of the first road to Denver, organized and constructed the State's industries, cherished its beauties, founded Colorado Springs, fostered Colorado College, and served our Sister Republic of Mexico with sympathy and wisdom in developing its national railways.

This memorial placed by a business associate honoured by his confidence and leadership.

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