

DODGE FAMILY JOURNAL

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Theodore Ayrault Dodge, Soldier, Author

(Nathaniel Shatswell, Rev. Joshua, Jonathan, George, George, Capt. John, William)

Request from Norman Dodge

Norman Dodge takes care of our mammoth John and Tristram branch data bases. He would like to hear from someone who has an original copy of Volume ONE of the Dodges of Essex County, by Joseph Thompson Dodge. He is interested in knowing the children that are given on page 97



Theodore Ayrault Dodge soldier and author, was born in Pittsfield, Mass., May 28, 1842, the son of Nathaniel Shatswell and Emily (Pomeroy) Dodge, and the grandson of the Rev. Joshua and Mary (Shatswell) Dodge.

He was fifth in descent from Gen. Seth Pomeroy of the French and Indian wars and of Bunker Hill fame and eighth in descent from William Dodge, who immigrated to Salem, Massachusetts in 1629.

His middle name comes from Dr. Pierre Ayrault, the physician of the Newport colony of Huguenot immigrants. His father was a commissioner to the World Fair, London, England, in 1851.

Theodore was president of the Papyrus club in Boston, and author under the pen-name "John Carver, Esq." He was educated abroad, studying four years in Berlin in the military family of Major-General von Froreich of the Prussian army, later at Heidelberg, and finally at the University of London where he took his A.B. degree.

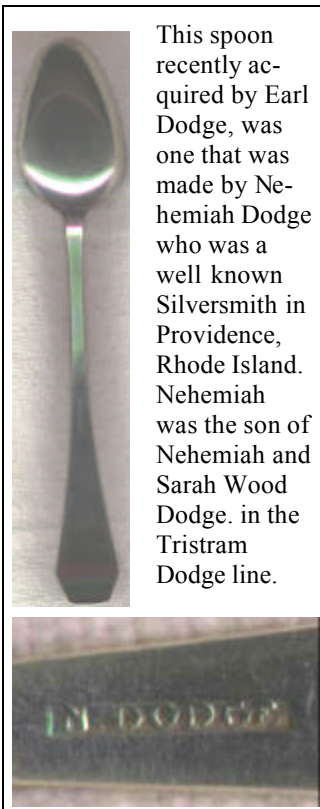
He returned to the United States in 1861 and enlisted in the Union army. He was commissioned First Lieutenant, 101st N.Y. volunteers, Feb. 13, 1862, and served with the army of the Potomac through all its campaigns up to Gettysburg, where he lost his right leg, having been thrice before wounded. He was appointed captain of volunteers, May 25, 1863, and

promoted major of volunteers, Aug. 17, 1864. He was brevetted colonel of volunteers, Dec. 2, 1865, for gallantry during the war, and brevetted Lieutenant-Colonel in the regular service, March 2, 1867, for loss of right leg from wound in line of duty.

After the close of the war he was ordered to duty in the war department and served as chief of bureau. He was commissioned captain in the 44th infantry May 28, 1866, and served as chief of bureau until April 28, 1870, when he was retired.

While in Washington, he pursued a law course in the Columbian university and was given the degree of LL.

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This spoon recently acquired by Earl Dodge, was one that was made by Nehemiah Dodge who was a well known Silversmith in Providence, Rhode Island. Nehemiah was the son of Nehemiah and Sarah Wood Dodge. in the Tristram Dodge line.

How DNA helped to solve a Mystery

In the last journal, we told you about DNA results that put the person in the William line of descendents and more specifically, we believed that because of a certain mutation, he was closely allied with the family of Solomon Dodge, son of Thomas Dodge and Hannah Harris.

Because of our suspicions, the person who submitted the DNA for testing, contacted his cousin who lives in Indiana and who in years past had done quite a bit of research on the family, but was unable to tie anything together. Thus, he had become discouraged and had given up on his research.

Once again, he became excited and pulled out all his research items and sent them to us. Chuck Dodge, our Board member from California, and a super sleuth in his own right, worked on this, as well as another member of DFA who descends from the Solomon Dodge line. The results were ... what had been mystery ancestry, was found to be a line descending from Reuben Dodge, a brother of Solomon.

Reuben Dodge was born Jan 5, 1756, Brookfield, Worcester Co., Massachusetts to Thomas and Hannah (Harris) Dodge. He married Elizabeth (or Betsy) Hayward, Nov 6, 1783.

Reuben fought in the Revolutionary war and fought in

Concord, April 19, 1775 (the shot heard round the world) as a volunteer. The information and depositions in the Widows Pension indicated that Elizabeth was commonly called Betsey by her relatives. While Reuben Dodge resided in Oxford, Chenango Co., New York, his house was burned with his Revolutionary War papers inside.

In the 1800 census for Oxford, Chenango Co., New York, it is confirmed that Reuben Dodge lived next door to his brother Solomon. Reuben Dodge did not record land ownership and perhaps he lived in a cabin on brother Solomon Dodge's farm, or

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SAND IN MY SHOES

by
Stephen Allen Dodge
SDodge53@aol.com

Clark E. Dodge (Tristram, Israel, John, Daniel, Cyrus, Henry) was born August 22, 1837, his wife Frances M. was born in 1843. Their son, William C. Dodge was born July 9, 1869 in Gouverneur, Saint Lawrence, New York. He married Annis Bacon b. July 23, 1871 in 1890 and they had a son Ernest A. C. Dodge born Oct. 10, 1893, in Fulton County, New York.

On the Fourth of July, 1902, two trolleys collided halfway down Bleeker Mountain north of Gloversville, New York, killing more than a dozen people maiming and injuring scores of others in what was perhaps the deadliest railroad accident ever to occur in the Adirondack Mountains.

The Mountain Railroad was established to take guests from the town of Gloversville to a beautiful resort located on top of Bleeker Mountain. This was a short 4.6 mile trip up a very steep grade. At the summit, the railroad company had built a hotel, rental cottages, a shooting gallery, a casino, an outdoor theater, picnic areas, and a dance pavilion on a 140-acre wooded park that surrounded the lake. Visitors could swim, boat and fish on the spring-fed waters, and the shore was served by foot trails and a small steam launch.

A week before the 4th of July, the railroad had run ads in the Gloversville Newspaper for Mountain Lake Park's patriotic festivities, which included a professional vaudeville act, a band concert, races, a baseball game, fireworks. Thousands of revelers traveled up the mountain that weekend. Most waited until after the fireworks display to take the trolley home again.

Around 10:00 PM, Car No. 1 started down the mountain with about 75 passengers filling the aisles and seats, a full load for the light, open-sided coach. An experienced motorman named Arthur Perkins was at the controls. He had left another line to work for the Mountain Lake Electric Railroad when it first opened, and he was one of the few to remain on the job after the company cut

it's motormen's salaries from \$2.00 to \$1.75 for a ten-hour shift, after one year in business.

For safety's sake, the cars run five minutes apart, but the railroad had no dispatcher and it was up to the motorman to determine when to head down the steep grade into Groverville. Car No. 5, a large closed trolley, was also crammed full, carrying 55 passengers and their baggage. The motorman was William Dodge, who normally worked in the car barn, where the trolleys were housed and maintained. He had been "drafted" for duty as a motorman for the unusually busy holiday weekend. When tapped for duty, William Dodge reportedly told his wife that he would rather die than motor down the mountain at night. He knew Car 5's reputation of being hard to brake, but he accepted the assignment for fear of losing his job if he refused.

On that hectic night, the runs were growing chaotic. Car 4 had left the lake before ten o'clock and was returning up the mountain, where it entered a siding to allow Car 1 to pass on the way down. When Car 4 resumed its climb, however, it met Car 5 only about 500 feet further up the track, so it backed into the siding to let Car 5 pass by. In the meantime, Car 1 had reached the first sharp curve on its descent and, as a precaution, stopped to survey the track ahead; but just as Car 1 got underway again, Car 5 suddenly loomed on the track above, closing dangerously fast.

What followed may be best described in Motorman Dodge's own words. "When the car left the first switch, I tried to hold the car back with the brakes and found that they would not work. I then tried the reverse lever and could not control the car; and when I started down the grade, I tried the brakes could not make them respond. Next I again reversed the car and continued to do so, but the car soon got away from me; and when I saw that a collision was going to happen, I again reversed the car and the collision happened. The brakes would not work, and I could not control the car. Just as I reached the curve, the trolley went off."

Knowledgeable witnesses at the

coroner's inquest testified that the brakes on Car 5 had always been hard to set. What Dodge didn't know was that by reversing the motors, he had tripped the circuit breaker in the powerhouse. With no electricity to keep the car in reverse, the weightier Car 5 soon overtook and plowed into the rear of Car 1, lifting the latter momentarily from the tracks. Dodge could have jumped off before impact - a number of panicked people on both cars did - but he dutifully stood in the control vestibule and was mortally crushed from the waist down.

The last person to die from the accident, Dodge succumbed two days later at Nathan Littauer Hospital in Gloversville, shortly after making his statement.

After the rear-end collision, the trolleys slid together down the dizzy grade at 60 to 70 miles per hour with 130 terrified excursionists aboard. In Car 1, Perkins and a passenger desperately pulled at the hand brakes, but the shoes were not designed to handle the weight of two cars. At the coroner's inquest, and expert witness testified that he had found the brakes set the steel wheels sheared flat. Red-hot friction had scoured the locked wheels of Car 1 as the train careened down the mountain. At a hairpin curve to the left, Car 1 derailed and rolled onto its right side. Car 5 also left the tracks, but remained upright on the roadbed.

Ten passengers died beneath the overturned car. According to the newspaper account, "some of the bodies were terribly torn and partially denuded of clothing. Limbs were severed and on the faces of many of the dead were indications that they underwent frightful sufferings before death released them from their agony.

The number of casualties might have been higher than 14, but many people

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The View From My Window



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I received an e-mail from a lady who bought a quilt 20 years ago in Vermont. She wrote "It's a so-called friendship quilt with about 45 signatures and the words Randolph, Vermont. This type of quilt would have been given as a marriage gift or for a special event such as the birth of a child. I guess it might have been made around 1830-1860."

"Some of the names: Abbie Dodge, Marion Dodge, Netty Eastman, Kitty Eastman, Laura Hanks, Laura & Abigail Paine, Emily Kibbe, Margaret and Allbert (spelled as such) Smith, Abbie and Marion Dodge, S.J. Smith. Other names without last names (probably the siblings of the woman receiving the quilt) are Olive, Herbert, William, Emma, Daniel. Another last name was Blodgett. If you have any clues, I'd love to know."

I sent the information to Eileen Dodge in Seattle who is one of our volunteer genealogists. Eileen responded with the following:

"My research brought up the following: All are in Randolph, Orange Co., Vermont in the 1860 census: In the Mystery File are Abbie Dodge (b. 1848) & Marion Dodge (b. 1844) - daughters of John Eastman Dodge & Abigail Arlin. I have not been able to figure out the source of the Eastman name - it is the middle name for both John and his brother Thomas. Clearly they are related in some way to Netty & Kitty Eastman. John Eastman died in 1848 and in 1850 his wife Abigail Arlin Dodge married Albert B. Paine. Albert & Abigail had a daughter, Laura L. Paine (b. 1850). So there are the sources for some of the names.

Also in the same town are several families named Smith, Kibbe, Hanks and Blodgett - though I do not know how they relate to the Dodges."

If anyone can help further with identifying the relationship of any of these names with our mystery Dodge family, please contact our office.

This made me think about a quilt I

have that was made by my grandmother. Grandma lived in a 2nd floor apartment in Inman Square, Cambridge, Massachusetts. She raised one of my cousins, and often, when I would visit my cousin, we would walk a few blocks up the street and visit Grandma's sister, Emma, and her two daughters who lived with her, Ria and Tracy. They also made quilts.

My quilt is a typical patchwork quilt obviously made from pieces of old clothing or scraps of fabric. It is very old and worn very thin with some tears. I have it on a cedar chest in our spare room and that way it does not get much handling.

My mother did not do quilts. Instead, she knitted and crocheted. Money was almost non-existent and one time, when mama wanted some dresser scarves, she bought some unbleached fabric, cut them to sizes she wanted, and then crocheted all around them. I still have some of those. I also have one crocheted bedspread and a couple of crocheted tablecloths that she made.

I well remember when growing up in Weston, that on cold evenings, we would sit in the kitchen with the door to the old cast iron wood/coal stove open and our feet partially inside as she taught me to knit and crochet. It was so cozy there, we hated to leave the warmth to go upstairs to the cold bedrooms. I learned to knit cable stitch mittens on 2 needles with a double strand of knitting worsted (real wool) and one Christmas, I sold number of pairs for \$1 a pair. Some cold nights, we would cook potatoes in the living room fireplace. In spite of the blackened, charred skins, those potatoes were SO GOOD inside smothered with butter!

Mama also taught me how to make sugar cookies which I sold for 35 cents a dozen to ladies who were having a bridge club. This was at least once a week and I would have 10 dozen ordered. That \$3.50 was a lot of money to me. Recently, I took 4 sugar cookies to mama and asked her if she remembered teaching me how to make them. She responded with a nod, and said 'this is very good.' She was 101 yrs. on February 14.

Barbara

(Sand in My Shoes - Continued from page 2)
braved the jump into the black night. When the cars derailed, they lost their source of electricity and the accident scene was plunged into total darkness, hampering rescue efforts until someone found the wits to light a bon-fire. The first hero of the evening was William Berghoff, 17, a passenger on Car 5. Risking his life, he ran up the tracks to flag down the next car before it piled into the unlit wreck. Another youth ran further up the dark mountain to get help. With great difficulty, a group of local men manually lifted Car 1 off the dead or dying victims lying crushed beneath it. It took more than two hours for a relief trolley to arrive carrying doctors and nurses from Nathan Littauer Hospital. The injured were quickly loaded onto the rescue car transported to the hospital, but many local physicians were out of town for the long holiday weekend. Available doctors and nurses worked through the night and all the next day to attend the scores of wounded.

Why did the accident happen? There were many factors, but cost-cutting by the Mountain Lake Electric Railroad was likely the chief one. By lowering salaries in the second year of operation, the railroad lost many of its experienced motormen. The NYS Commissioner of Railroads, Frank M. Baker, later testified that the Mountain Lake run was unusually challenging and required the best railroaders, but some of the replacement motormen were younger than twenty-one years old. Without a dispatcher, there was no one to prevent the inexperienced Dodge from following Car 1 too closely. Each car was equipped with only one brake, and none had emergency or auxiliary brakes. The cars carried no signal lights.

In the aftermath, claims for damages against the Mountain Lake Electric Railroad were so high that the company went bankrupt. Mr. Dodge leaves behind his wife of 12 years, Annis Bacon Dodge, and a son, Ernest A. C. Dodge.

Passwords User Name: dodgefamily Password: coker
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(Theodore A Dodge - Continued from page 1)
D. in 1866.

After his retirement, he removed to Boston where he entered business, also devoting much time to literary work. He was married to Jane Marshall, daughter of Robert Elkin Neil, and grandniece of Chief Justice Marshall. She died in 1881 and in 1892 he was married to Clara Isabel, daughter of Albion Bowden, a lady who for years assisted him in preparing his books. He was elected president of the Papyrus club of Boston, was a member of the Massachusetts historical society, and of numerous clubs and learned societies.

He delivered a course of lectures on "Great Captains" before the Lowell Institute in Boston, and also lectured at Harvard university. His published writings include: *The Campaign of Chancellorsville* (1881); *A Bird's-Eye View of the Civil War* (1883: rev. ed., 1897); *Patroclus and Penelope: a Chat in the Saddle* (1885); *Great Captains* (1889); and in 1899 was engaged on a series of twelve volumes, comprising a history of the art of war, of which eight were issued: *Alexander, Hannibal, Cesar Gustavus Adolphus, Frederick and Napoleon* (1890, et seq.)

Theodore had five children by his first wife Jane Marshall Neil. They were: Robert Elkin Neil DODGE; Emily Pomeroy Dodge; Theodora Ayrault Dodge, Jr.; Theodore Marshall Dodge; and Jane Marshall Dodge. We do not believe that he had any children by his 2nd wife. He died on the 25th of October, 1909.

Ed. Note: In our Dodge Library, we have three books that were written by Theodore Ayrault Dodge.

- Forty Years of Hard and Happy Work
- Riding, Driving, Fencing
- Post Prarial and other Occasional Verses.
- Our Military Resources

A very interesting passage in this last book, written in 1901 and privately printed, states: "It needs no argument to show that no enemy could in the long run maintain a footing on American soil; but this is the age of speed in military matters as in every other field of action. It is the initial danger we have to dread—the damage we may suffer before we are prepared to defend ourselves."

Did You Know? From a letter to the Editor, Clayton, NY, Aug. 5, 1869

To the Editor: Martin Stone's account of former President Truman's financial worries (Op-Ed, Aug. 5) immediately brought to mind a similar situation for Woodrow Wilson.

Wilson's position was worse than Truman's for not only did he lack money, but he also had been disabled by a serious stroke in 1919. As he prepared to retire from office in March 1922, a group of his friends bought him a house on S Street in Washington. They also bought and gave him the Pierce-Arrow car—especially adapted for his physical limitations—that he had used at the White House.

Eighteen months later, four of the group, Cleveland Dodge of New York, Jesse Jones of Texas, and Thomas D. Jones and Cyrus McCormick of Chicago joined together to provide Wilson with an income of \$10,000 a year, payable in quarterly installments.

Cleveland Dodge explained to his old friend: "There are all sorts of memorial funds going around for distinguished old statesmen like Jefferson... I would much rather establish a memorial for the biggest man of the bunch while he is living."

Wilson lived to receive only two of the quarterly payments. Two more were paid to his widow. After that, she was, apparently, able to manage on her own.

Phyllis B. Dodge
Clayton, N.Y., Aug. 5, 1989

Ed. Note: The letter writer would have been Phyllis BOUSHALL Dodge who married Cleveland Earl Dodge, and the Cleveland spoken about in this letter would have been Cleveland Hoadley Dodge, a grandson of William Earl Dodge (New York Philanthropist and Founder of the YMCA in New York City in 1851, and his wife, Melissa Phelps. Many stories could be written about this family. William Earl Dodge's statue stands outside the New York Public Library. He has a grandson, Anson Phelps Dodge who was a minister on St. Simons Island, Georgia and that story is on our website.

(DNA — Continued from page 1)
perhaps just didn't record his ownership.

Reuben Dodge was a Wagoner and cooper and migrated all over Eastern New York State in towns of Oxford, McDonough, Watertown and West Bloomfield and while serving in the war, in the army, Reuben Dodge drove a wagon and team carrying military stores and provisions from Boston, passing through Brookfield, his native town, to the Army of New York State.

Reuben's wife, Elizabeth (or Betsey) Hayward was a descendant of the FIRST MAYFLOWER VOYAGER (Cape Cod Bay, Mass 1620) BY THE NAME OF WILLIAM WHITE. The ancestral lineage is as follows: Elizabeth Hayward, Jonas Hayward Jr., Jonas Hayward, George Hayward, Anna White, Resolved White, WILLIAM WHITE 1). This can be verified in *Mayflower Families through Five Generations, Volume One*, edited by Lucy Mary Kellogg, pages 104-5, 122-5.

It is guessed Reuben Dodge married, moving to West Bloomfield, Ontario Co. where he died Jan 3, 1813. Possibly Reuben was just passing through the area of West Bloomfield and happened to die there. The 1810 U.S. census shows only one Reuben Dodge in the state of New York and that was in Watertown, Jefferson Co. The ages and children match those of the family of Reuben Dodge.



DNA also points to a possible Dodge line for Shubal Dodge and his descendants. DNA from descendants of both Shubal and John Ellison Dodge are so close as to make us believe that they are father and son. Also, this DNA is so closely aligned with DNA from descendants of John Dodge and Lydia Rodgers that we strongly believe the connection for Shubal's ancestry lies hidden in this family. Possibilities are: Edward, a brother of John. Travel patterns with family members fit, and it is in the right spot for DNA.

Joshua, another brother of John. We have only one son for him. Could Joshua have had more children? We have no children for Edward's brother Joel and his wife, Dorcas Smith. Were there children from this marriage?

Stay tuned.



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RELIGIOUS FREEDOM

One of the motivations for William, Richard and Tristram Dodge to come to America was religious freedom. William and Richard were Puritans (Congregationalists) and Tristram was a Baptist. In those days England was not hospitable to those not belonging to the state church. I have a line to French Protestants who came here because of persecution by the Roman Church in that land.

Today, tens of thousands of Dodes belong to many different religious groups. We have the freedom to believe as we choose or even not to believe at all. How rare that right is was underlined by the news that Afghanistan, a land we liberated, is considering the death penalty for a man whose only 'crime' was to become a Christian.

The religious freedom we enjoy is precious. We can help preserve that freedom by being active in our respective churches and speaking out whenever we see any infringement on that freedom by government at any level.

FAMILIES MATTER

Current court rulings and proposed legislation seek to redefine both marriage and the family. The family is the universal basic unit of all civilized nations. Undermine that institution and the nation will soon crumble. Dodes have always been family-oriented. It is remarkable to see people who are possibly 8th, 9th or 10th cousins to one another still feeling those family ties.

A story verified by a friend who is a best selling historian-author is that many years ago, a young man aged 16 wished to join the Navy. His dad had died when he was just 11. In that period one could enter the navy at age 16 with parental consent. His mother, a devout Christian, told her son she would pray about it. After some days passed she told the boy that she did not believe it was God's will for him to join the navy. The boy reluctantly accepted his mother's judgment. Had he joined the navy he would have been a British seaman. His skill and character would have led to his be-

ing an admiral and then in command of ships dispatched to keep the colonies from being independent. But since the young man, George Washington, respected the family unit and parental guidance he had an entirely different future.

As we strengthen our families and our family Association we are also strengthening the respective nations in which we live.

2006 DODGE TOUR

"A once-in-a-lifetime experience" is how a number of family members who have been on one of the previous six Dodge Tours to England have described their experience. Some who have been on various commercial tours have pronounced this the best of them all.

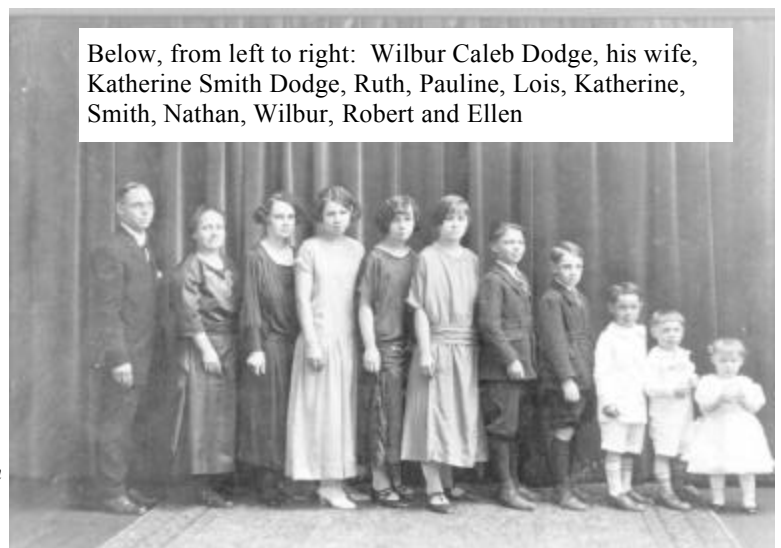
The many interesting and historic places we will visit combined with the congenial family members make for a memorable experience. We stop at good hotels, enjoy delicious meals and can just enjoy the two weeks since the Bullock Coach Company handles all the details.

By sending a deposit of just \$250 per person now you will guarantee a place on the tour. If you have any questions please contact Earl or Barbara at (303) 237-3947 or email: earldodge@dodgeoffice.net



James Renfrew Dodge of Worthington, Massachusetts sent us this photo. He writes, "Last fall, my wife and I visited Block Island off the coast of Rhode Island. This is a photo of a stone marker placed in 1942 by the Block Island Historical Society, on the highest point, Pilot Hill. See how many members of the Dodge family are honored. This shows us how prominent the Dodge family has been to the history of Block Island. It also shows the skills and leadership of some good men, some of whom lived in the age of commercial sailing off the coast of New England."

Wilbur Caleb Dodge, a Methodist minister was a descendent of Thomas Dodge and Fannie Edwards who lived the area of Yeoville/Sherburne, England. Wilbur's parents, Charles and Esther Harris Dodge came to this country with their children in the very early 1800s. Wilbur was b. in New Hampshire.



Below, from left to right: Wilbur Caleb Dodge, his wife, Katherine Smith Dodge, Ruth, Pauline, Lois, Katherine, Smith, Nathan, Wilbur, Robert and Ellen

Later the family moved to Gloversville, New York. There is a page on our website, with other photos for this family accessed from our "Photographs" link. The 2nd link down on that page: "Charles Dodge and his wife, Esther Harris" will take you to the page of photographs for this family. They are undoubtedly related to those of you who are in the William/Richard Dodge line. There is another page of photos from David Dodge of Wiltshire, England who also descends from Dodes that came from the same area, and that link is directly above the link for this photo. Compare the faces of the girls on both of these pages!



**GENEALOGY
REQUESTS
COLUMN**
by Norman Dodge
nedodge@aol.com

Hello to all. Time sure flies. I retired on the 17th of January 2006 so am enjoying more time at home. It is starting to look like spring. Trees are flowering and daffodils are poking their heads up.

As always, if you have information on any of the mysteries listed please inform Norman nedodge@aol.com or Eileen edodge1946@aol.com even if you contact the individual mentioned at the end of each article.

First of all, I have to thank Martha Altemus for all her fine work. She found out the records had burned in Newbury, NH and that is why we could never be sure on the lineage of the Dodge Brothers, Horace & John, of Automobile fame. Note: these are William Dodge descendants.

Next, I would like to thank Richard Dodge of Iowa for his good thinking in finding the possible answer to the George O. Dodge mystery published in our last Journal. This is Brenton Dodge's line - he has been looking for a tie-in to his Dodge ancestry for a long time. The answer was right in front of us all the time but none of us could see it. Half of the answer is in Brenton's database and Phil Slinger's book has the other half. Brenton is doing a DNA test to help us prove our theory.

Another mystery that has plagued the DFA for years was the Ireneus Bruce Dodge mystery and how to tie him in. About 2 years ago we got a call from a man outside our organization that told both Barbara and I that he knew that this line tied back to one of the immigrants Dodge brothers who came to this country in 1629 or 1637. This was just before we had a Dodge male in this line tested by DNA. Well we were closer by two generations and now the mystery centered in Boston, Massachusetts. One of our members, Robert Dodge, decided to take the challenge himself. He researched everything we had and came up with a

very good tie in which does indeed prove this tie into Richard.

Another good bit of thanks and credit is due to one of our other members, Donald S. Kenney. Without his work in straightening out the Wenham, MA records we would have many more mysteries. He single handedly straightened out many genealogies that had for years been disconnected or confused. A quiet man, his work has saved me and many other genealogists many hours of research over the years.

Thomas Felix Dodge, born 1847 in Indiana married Minnie Duncan. According to his granddaughter, Thomas was born in Ireland, though census records show otherwise. She also states that his father was John Dodge & John's father was Doidge Doidge. John's wife was Maria or Mary Darkis. In the 1880 census he is single & living with the James & Melinda Wolkins family in Washington, Davies Co., Indiana. James Wolkins would be his cousin. Thomas took the Wolkins children with him from Indiana in a covered wagon to Holt Co., Missouri. He and Minnie raised their family in Holt Co., Missouri. Please contact Irma Miller irmamh@tek-web.com

Edward C. Dodge, born 1781 in Maine married Loraine Dand. Their children Levi & Elizabeth were born in Waldo Co., ME; Olive, & Louisa were born in Ohio; Ethlinda was born in ME or OH, Wayne & Clara were born in Holt Co., Missouri. Please contact Lynda Wright gmalynda11@hotmail.com

Daniel Dodge, born abt. 1816 in NY married Susannah Harpst. Their son John was born in NY. Their next child, Alonzo, was born in New York or Michigan. Their girls, Ella, Mary, Vera & Clara were born in Michigan. Alonzo's son, Archie Dewayne, was born in 1884. Archie Dewayne's son, William A., was born in 1909. William A's son, William Dewayne, was born in 1933. All of these were born in Michigan. Please contact Robert Dodge rdodge23@hotmail.com

Winslow Joshua Dodge was born abt. 1815. He married Harriet Emerson.

They were both of New York. Their children, Alfred, Isaac & Joshua, were born in New York. Their children Albert & Ida were born in Michigan. Photos of this family are posted on the DFA website. Please contact Marcia Hoffman mhoffma1@stny.rr.com

James O. Dodge of Hyde Park, Vermont married Myra Unknown. Their sons, Clarence, Charles and Herbert were born in Vermont and moved to New Hampshire. After the death of Myra, James married Elvira Unknown. Clarence married and lived in New Hampshire but we are uncertain about Charles and Herbert. Please contact Norman Dodge nedodge@aol.com or Eileen Dodge edodge1946@aol.com

Philip Dodge, born 1822 in New Hampshire married Elizabeth Unknown from Vermont. They moved to New York where their children were born: Sarah, Lucy, Abbie, D. J., Levi & Susan. Levi married Sara Thompson of Illinois and they moved to Nebraska where they raised Walter, Olive, Inez & Lloyd. Please contact Norman Dodge nedodge@aol.com or Eileen Dodge edodge1946@aol.com

Caleb Dodge was born 1792. He married Thirza Garvin. Their children were Hazen, Charles, Francis and Eliza. We do not know where these people were born, lived or died. Any information would be appreciated. Please contact Norman Dodge nedodge@aol.com or Eileen Dodge edodge1946@aol.com

We are still looking for the tie in to William or Richard, of Rufus Dodge. His will was presented in our July-August 2004 journal. The will was probated in Herkimer County, New York, June 18, 1838. Sally was the wife of Rufus, and his children were: Rufus, Saunders, Caleb, Gideon, Abram, Daniel, William, Rebecca who was married to Archibald Catlin, and Sally who was married to Isaac Johnson. Caleb, Saunders, and Gideon were the executors. Contact Norman Dodge, nedodge@aol.com