

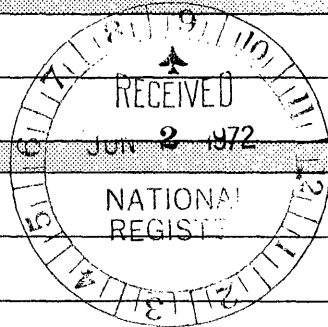
**NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY - NOMINATION FORM**

(Type all entries - complete applicable sections)

STATE: Wyoming	
COUNTY: Albany	
FOR NPS USE ONLY	
ENTRY NUMBER	DATE
	JUL 24 1972

1. NAME

COMMON:
The Ames Monument
AND/OR HISTORIC:
The Ames Monument



2. LOCATION

STREET AND NUMBER:
NE 1/2 NW 1/2 Section 6, T.13N. R.71W. of 6th P.M.
CITY OR TOWN:
STATE: Wyoming CODE: 56 COUNTY: Albany CODE: 001

3. CLASSIFICATION

CATEGORY (Check One)	OWNERSHIP	STATUS	ACCESSIBLE TO THE PUBLIC
<input type="checkbox"/> District <input type="checkbox"/> Site <input type="checkbox"/> Building <input checked="" type="checkbox"/> Structure <input type="checkbox"/> Object	<input type="checkbox"/> Public <input checked="" type="checkbox"/> Private <input type="checkbox"/> Both	Public Acquisition: <input type="checkbox"/> In Process <input type="checkbox"/> Being Considered	<input type="checkbox"/> Occupied <input checked="" type="checkbox"/> Unoccupied <input type="checkbox"/> Preservation work in progress
PRESENT USE (Check One or More as Appropriate)			
<input type="checkbox"/> Agricultural <input type="checkbox"/> Commercial <input checked="" type="checkbox"/> Educational <input checked="" type="checkbox"/> Entertainment	<input type="checkbox"/> Government <input type="checkbox"/> Industrial <input type="checkbox"/> Military <input type="checkbox"/> Museum	<input type="checkbox"/> Park <input type="checkbox"/> Private Residence <input type="checkbox"/> Religious <input type="checkbox"/> Scientific	<input type="checkbox"/> Transportation <input type="checkbox"/> Other (Specify) <u>Cultural-</u> <u>Recreational</u>
			Yes: <input type="checkbox"/> Restricted <input checked="" type="checkbox"/> Unrestricted <input type="checkbox"/> No

4. OWNER OF PROPERTY

OWNER'S NAME:
Union Pacific Railroad Company
STREET AND NUMBER:
1416 Dodge Street
CITY OR TOWN:
Omaha
STATE: Nebraska CODE: 68102 26

5. LOCATION OF LEGAL DESCRIPTION

COURTHOUSE, REGISTRY OF DEEDS, ETC.:
Albany County Courthouse
STREET AND NUMBER:
Courthouse Building
CITY OR TOWN:
Laramie
STATE: Wyoming CODE: 56

6. REPRESENTATION IN EXISTING SURVEYS

TITLE OF SURVEY:
Wyoming Recreation Commission, Survey of Historic Sites, Markers and Mon.
DATE OF SURVEY: 1967 & continuing Federal State County Local
DEPOSITORY FOR SURVEY RECORDS:
Wyoming Recreation Commission
STREET AND NUMBER:
604 East 25th Street
CITY OR TOWN:
Cheyenne
STATE: Wyoming CODE: 56

SEE INSTRUCTIONS

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COUNTY:	
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FOR NPS USE ONLY

7. DESCRIPTION

CONDITION	(Check One)					
	<input type="checkbox"/> Excellent	<input checked="" type="checkbox"/> Good	<input type="checkbox"/> Fair	<input type="checkbox"/> Deteriorated	<input type="checkbox"/> Ruins	<input type="checkbox"/> Unexposed
	(Check One)			(Check One)		
	<input type="checkbox"/> Altered	<input checked="" type="checkbox"/> Unaltered	<input type="checkbox"/> Moved	<input checked="" type="checkbox"/> Original Site		

DESCRIBE THE PRESENT AND ORIGINAL (if known) PHYSICAL APPEARANCE

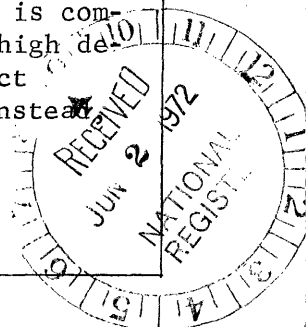
The Ames Monument is located about twenty miles east of Laramie, Wyoming at a place which was, prior to the relocation of the railroad about three miles south, the highest point (8,247 feet) on the route of the Union Pacific, the first transcontinental railroad to be built in America. The monument was constructed on a high, windswept plain which is practically devoid of vegetation except for some short grass. Nearby, and especially in an area a few miles to the north are unusual rock formations which, like the Ames Monument, are themselves unique sentinels which greet the westward bound traveler as he approaches the Rocky Mountains. This area, called Vedauwoo, and the Ames Monument to the south of it may be today reached easily via a major automobile highway, Interstate 80, and its tributary roads.

When completed, the Ames Monument stood about three hundred feet south of the Union Pacific tracks and on a knoll which, being 32 feet higher than the tracks to begin with, caused the apex of the Ames Monument to rise 92 feet higher than the railroad tracks. About two miles south of the four-lane Interstate highway, one may yet today see the old railroad bed which once supported those tracks. But the visitor no longer can see the town of Sherman, Wyoming which once was located a few hundred yards from the Ames Monument and north of the railroad tracks. Once at the crest of the transcontinental transportation route, Sherman lost its function when the railroad was twice rerouted a few miles to the south in order to eliminate unnecessary grades over which the trains had to pass as they climbed westward over the Laramie Mountains. However, when completed in 1882, the Ames Monument was visited by many persons who were allowed to momentarily leave their trains in order to view the monolithic curiosity. It was said that when the construction of the monument was almost completed, some people had the opportunity of being lifted to the top of the monument by a special rig and from their breezy perch could view the surrounding area for one hundred miles in all directions.

The monument, a memorial to the Ames Brothers of Massachusetts, was designed by the prominent American architect, H. H. Richardson, and built by Norcross Brothers of Worcester, Massachusetts. It was constructed of granite rock native to the area, the light-colored granite being quarried from a jutting pile of rocks one half mile to the west of the monument and skidded by horse and derrick to the construction site. About 85 skilled and semi-skilled laborers were employed in the construction of the monument which began in the year 1880. The resultant work, completed in 1882, cost nearly \$65,000 and was an appropriate tribute to the monumental task which was the construction of the Union Pacific Railroad.

The monument is a geometrical, four-sided pyramid, sixty feet square at the base and sixty feet high. The great blocks of granite of which it is composed, in many cases each weighing several tons, are capable of a high degree of polish showing gray, black, and red surfaces. But architect Richardson did not intend to produce such a polished appearance; instead

SEE INSTRUCTIONS



B. SIGNIFICANCE

PERIOD (Check One or More as Appropriate)

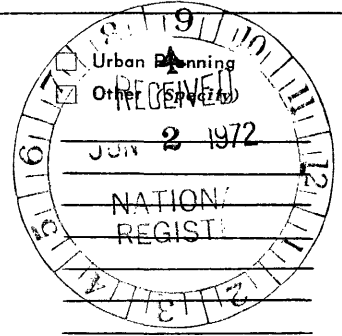
- | | | | |
|--|---------------------------------------|--|---------------------------------------|
| <input type="checkbox"/> Pre-Columbian | <input type="checkbox"/> 16th Century | <input type="checkbox"/> 18th Century | <input type="checkbox"/> 20th Century |
| <input type="checkbox"/> 15th Century | <input type="checkbox"/> 17th Century | <input checked="" type="checkbox"/> 19th Century | |

SPECIFIC DATE(S) (If Applicable and Known)

1875-1877

AREAS OF SIGNIFICANCE (Check One or More as Appropriate)

- | | | |
|--|---|--|
| <input type="checkbox"/> Aboriginal | <input type="checkbox"/> Education | <input checked="" type="checkbox"/> Political |
| <input type="checkbox"/> Prehistoric | <input type="checkbox"/> Engineering | <input type="checkbox"/> Religion/Philosophy |
| <input checked="" type="checkbox"/> Historic | <input type="checkbox"/> Industry | <input type="checkbox"/> Science |
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Invention | <input checked="" type="checkbox"/> Sculpture |
| <input checked="" type="checkbox"/> Architecture | <input type="checkbox"/> Landscape Architecture | <input type="checkbox"/> Social/Humanitarian |
| <input checked="" type="checkbox"/> Art | <input type="checkbox"/> Literature | <input type="checkbox"/> Theater |
| <input checked="" type="checkbox"/> Commerce | <input type="checkbox"/> Military | <input checked="" type="checkbox"/> Transportation |
| <input checked="" type="checkbox"/> Communications | <input type="checkbox"/> Music | |
| <input type="checkbox"/> Conservation | | |



STATEMENT OF SIGNIFICANCE

The Ames Monument was erected under the authority of a resolution adopted by the stockholders of the Union Pacific Railroad Company at a meeting held in Boston, Massachusetts on March 10, 1875. The resolution reads:

Resolved, that in memory of Oakes Ames, and in recognition of his services in the construction of the Union Pacific Railroad to which he devoted his means and his best energies with a courage, fidelity, and integrity unsurpassed in the history of railroad construction, the Directors (of this company) are requested to take measures in cooperation with such friends as may desire to contribute, for the erection at some point on the line of the road of a suitable and permanent monument.

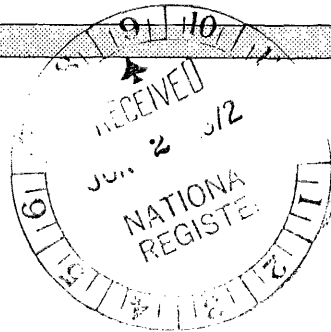
The resolution obviously reflects the close relationship of Oakes Ames and the Union Pacific Railroad. It also reflects the public sentiment for Oakes Ames which arose following his censure by the United States House of Representatives in 1873 and his death in the same year. The significance of the Ames Monument cannot be properly discussed without a brief summary of the connection between the Ames Brothers and the Union Pacific Railroad including the former holding company of the Union Pacific, the infamous "Credit Mobilier of America". Because it is a monument to Oakes and Oliver Ames, and because the names of those brothers yet today are almost immediately associated with financial skulduggery, the Ames Monument has the capacity to keep alive the unsavory aspect of railroad-building in America. But the monument was not erected for the purpose of maintaining or preserving a history of corruption in American politics and American finance. The intention of those who were responsible for initiating the construction of the Ames Monument seems to be a vindication of the work of Oliver Ames, and especially that of his brother, Oakes Ames.

The Ames family has been an important one in American history since 1774. In that year Captain John Ames began pounding into shape the first American-made shovels in Bridgewater, Massachusetts. Ames shovels were used to dig the trenches at Bunker Hill and were also used in the Civil War. The Ames Company supplied shovels for the excavation of the Panama Canal, for mining in the Pennsylvania coal fields and for digging the New York subway system.

SEE INSTRUCTIONS

9 MAJOR BIBLIOGRAPHICAL REFERENCES

See attached bibliography.



10 GEOGRAPHICAL DATA

LATITUDE AND LONGITUDE COORDINATES DEFINING A RECTANGLE LOCATING THE PROPERTY			OR	LATITUDE AND LONGITUDE COORDINATES DEFINING THE CENTER POINT OF A PROPERTY OF LESS THAN TEN ACRES		
CORNER	LATITUDE	LONGITUDE		LATITUDE	LONGITUDE	
	Degrees Minutes Seconds	Degrees Minutes Seconds		Degrees Minutes Seconds	Degrees Minutes Seconds	
NW	° ' "	° ' "		41° 7' 50"	105° 23' 48"	
NE	° ' "	° ' "				
SE	° ' "	° ' "				
SW	° ' "	° ' "				

13/42600
155-200

APPROXIMATE ACREAGE OF NOMINATED PROPERTY:

LIST ALL STATES AND COUNTIES FOR PROPERTIES OVERLAPPING STATE OR COUNTY BOUNDARIES

STATE:	CODE	COUNTY	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE
STATE:	CODE	COUNTY:	CODE

SEE INSTRUCTIONS

11. FORM PREPARED BY

NAME AND TITLE:
Mark Junge, Historian

ORGANIZATION: Wyoming Recreation Commission DATE: Nov. 22, 1971

STREET AND NUMBER:
604 East 25th Street

CITY OR TOWN: Cheyenne STATE: Wyoming CODE: 56

12. STATE LIAISON OFFICER CERTIFICATION

NATIONAL REGISTER VERIFICATION

As the designated State Liaison Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service. The recommended level of significance of this nomination is:

National State Local

Name Paul H. Street

Title Director

Date 5-24-72

I hereby certify that this property is included in the National Register.

Robert W. Wiley
Chief, Office of Archeology and Historic Preservation

Date 7/24/72

ATTEST:
W. Bradford
Acting Keeper of The National Register

Date 7/19/72

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Physical Appearance - 2

the blocks were left unpolished and rough-hewn imparting to the nearly solid monument a monolithic character. "Random ashlar" is the appropriate designation for the type of construction employed in the Ames Monument. "Ashlar" refers to the rough-hewn granite boulders by which the monument was constructed, while "random" refers to the coursing or jointing of the irregular-sized granite blocks in the process of construction. At the base the stones are five feet by eight feet and weigh thousands of pounds apiece. The slope of the random ashlar masonry, in the ratio of four inches to the foot, becomes progressively smaller from the base up to the first setback which is twenty-seven feet above the ground. The masonry at that point is set in from the edge and the coursing, now evenly horizontal, continues to rise to within seven feet of the top of the pyramid. Within the final seven feet, the four sides of the pyramid come rapidly to a point, and form a type of "cap" over the monument.

On the surface of the monument reference to the Ames Brothers consists of, first of all, two medallions each nine feet high placed 39 feet from the base of the monument---one on the east face and one on the west face---and portraying, respectively, the busts of Oakes and Oliver Ames. The bas-relief medallions were chiseled from Quincy, Massachusetts granite by the American sculptor Augustus Saint-Gaudens. The other reference to the brothers is on the north face of the monument and at one time faced the Union Pacific Railroad tracks. Grouted into the granite rock near the top of the monument and in letters one foot high are the words: "In Memory of Oakes Ames and Oliver Ames".



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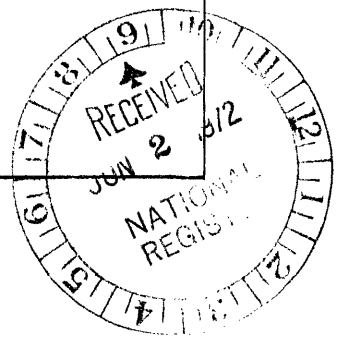
Statement of Significance - 2

Ames factories in various other Massachusetts towns later produced millions of entrenching tools which were used in World War II, and the Korean War. The early reputation of the Ames product, however, was based upon the steel-edged shovel. Steel was hammered into the edge of the shovel to prevent the end from breaking down which, since early homemade colonial shovels were made of wood, was quite an improvement. When Captain John Ames died in 1803 his son Oliver took over the shovel operation. Oliver in turn, upon retirement in 1844 gave the enterprise to his two sons, Oakes (1804-1873) and Oliver (1807-1877).

When the two brothers took over the shovel factory in North Easton they expanded it and took up other business concerns also. For example, they attempted to take advantage of the discovery of gold in California in 1848 in order to sell their expanded line of products. The two brothers suffered heavy losses in the venture, but recouped through their investments in the later gold rush to Australia and in the agricultural development of the Northwest United States. At the beginning of the Civil War the Ames business was worth four million dollars and was in a short time to become a richer one, spurred on by Civil War contracts.

Prior to their involvement in building a transcontinental railroad, the Ames Brothers were also active in politics. Oliver Ames, the younger of the two brothers, was elected to the Massachusetts State Senate as a Whig in 1852 and as a Republican in 1857. After those experiences he gave up politics to devote his full energies to business. Like his brother, he was to become involved in the construction of the Union Pacific Railroad, serving for a time as president and director of the company, but was not personally associated with the alleged corruption connected with the Union Pacific. Oakes Ames was a member of the Republican party and became active in politics in the 1850's. In 1860 he was made a member of the executive council of Massachusetts and in 1862 Oakes was elected to the United States House of Representatives from Massachusetts. He was reelected four times, serving until his death in 1873. Although he was not an especially prominent congressman, he did have a reputation for owning a keen business mind.

The interest of the brothers in railroad building began at least as early as the 1850's. In 1855 Oliver and Oakes joined in building the Easton Branch Railroad in Massachusetts. This was the beginning of the direct involvement of the brothers in other railroad ventures. Approximately ten years later the brothers were busily engaged with perhaps their most significant project, from the point of view of the historian.



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Statement of Significance - 3

The necessity of building a transcontinental railroad had been discussed since the 1840's. With the outbreak of the Civil War, the absolute necessity of the construction of a transcontinental railroad was observed by the Federal government. Among other reasons for the construction of the railroad, it was noted that the gold rush to California had attracted to the West a fairly large population which was capable of declaring itself independent of Federal authority. It was thought that a railroad would help bring the West under the control of the Federal Government.

In order to build the important transcontinental link, government aid was necessary, and in order to induce private capital to undertake the construction feat, Congress passed the Pacific Railway Act in July, 1862. The act provided for land grants to two companies---the Union Pacific and the Central Pacific---and a loan of government bonds which were to be a first mortgage and to be transferred after the first forty miles of track had been laid. Two years elapsed and very little was accomplished, causing Congress to pass in July, 1864, a second Pacific Railway Act. The second act doubled the land grant and authorized the companies to issue an equal amount of first mortgage bonds having precedence over the others, thus making the second issue of bonds by the government a second mortgage upon the road and its franchises. This, then, eventually brought about action.

But from the outset an apparent financial problem arose from a provision in the charter of the Union Pacific which prohibited the sale of stock at less than its face value. In order for capitalists to be able to control the management of the company, an investment of 51 million dollars was required to purchase the controlling interest in a company whose issue of stock was set at 100 million dollars. No capitalists would come forward to invest such sums of money in a stock which, at par value, was susceptible to great risks. To overcome such difficulties, and to obtain outside capital, the practice of capitalists had been to take a controlling share of stock in such a company and thus grab most of the profits, if there were any to be derived. Therefore, in 1864 a construction company was formed by T. C. Durant, vice-president of the Union Pacific Railroad Company, and by the original stockholders of the Union Pacific Company, who were at liberty to subscribe in proportion to their interest in the railroad. This was done and the stock was distributed. The construction company was called the Credit Mobilier of America with Durant acting as president. But after building 247 miles of road east from Council Bluffs, Iowa, the cost of construction rose due to the nature of the terrain over which the road was constructed and progress in construction was halted. In such circumstances Oakes Ames was called upon to save the embarrassed financiers.



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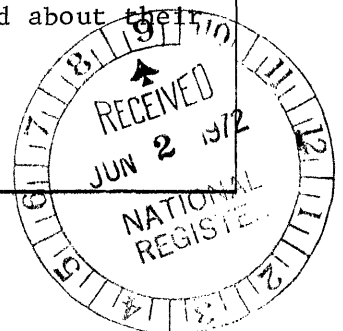
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Statement of Significance - 4

Oakes and Oliver Ames became interested in the Union Pacific about fourteen months after the passage of the Pacific Railway Act of 1864. They had been urged to take up the task of completing the work by President Lincoln himself, and the Ames Brothers soon became prominent subscribers to Credit Mobilier stock. By the time the railroad had reached the one hundredth meridian the Credit Mobilier split into two hostile factions, one led by Durant and the other led by the Ames Brothers. Eventually, the split was healed and Oliver Ames became the president of the Union Pacific while Oakes Ames took control of the Credit Mobilier. Many of the responsibilities relative to the completion of the railroad by 1867 were shouldered by the senior partner of the firm, Oakes Ames. The problems he faced in the construction of the railroad, both financial and physical, were Herculean and required, according to Ames, procedures which were later judged to be dishonest. But possibly the lure of enormous profits caused Oakes to invest not only his own time and energy, but much of his personal fortune as well. The actual methods used by Oakes Ames to finance the construction of the railroad have been labeled "vicious" but were probably necessary in that era in order to complete the task. However, one method he employed was to cause serious problems for him upon completion of the railroad.

With the Credit Mobilier Company apparently about to come under some congressional control in 1867, Oakes Ames took what he felt was a precautionary step in selling shares of Credit Mobilier stock to other members of Congress. The 343 shares he had for such a purpose, he wrote from Washington, he would put "where they will do the most good to us. I am here on the spot and can better judge where they should go." It was the opinion of Oakes Ames that, upon distribution of the stock, he would have no difficulty inducing men to look after their own property.

In 1872, over three years after the completion of the transcontinental railroad, the devious methods employed by Ames came to light and the storm broke. A quarrel between Oakes Ames and an associate, Col. H. S. McComb of Delaware, resulted in the filing by McComb of affidavits in a Pennsylvania court in the summer of 1872, alleging the misuse by Ames of Credit Mobilier stock. The allegation was based on letters which Ames had written when the stock was distributed and the letters fell into the hands of the press. The letters were soon published in full by the New York Sun on September 4, 1872 under the title: "The King of Frauds: How the Credit Mobilier Bought Its Way into Congress." Congressmen who were involved in the stock distribution to a greater or lesser degree, worried about their



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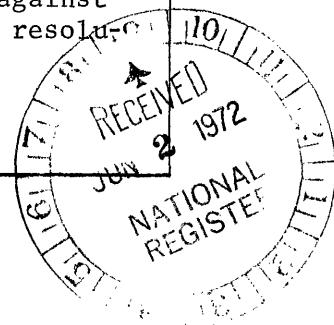
Statement of Significance - 5

personal reputations, set about to sever their connections with Oakes Ames. The burden of public anger then fell mainly upon representatives Oakes Ames and James Brooks of New York, as did that of the Congressional investigating committees---the Wilson and the Poland Committees. The Poland Committee, led by Luke P. Poland of Vermont, formally reported Ames "guilty of selling to members of Congress shares of stock in the Credit Mobilier of American for prices much below the true value of such stock, with intent thereby to influence the votes and decisions of such members in matters to be brought before Congress for action." The committee recommended that Ames and Brooks be expelled from the House of Representatives. In debate Representative Poland led the attack upon Ames and Ames fought back, attempting to justify his actions. Ames closed his own defense before Congress, in 1873, in the following emotional words:

These, then, are my offenses: that I have risked reputation, fortune, everything, in an enterprise of incalculable benefit to the government, from which the capital of the world shrank; that I have sought to strengthen the work thus rashly undertaken by invoking the charitable judgment of the public upon its obstacles and embarrassments; that I have had friends, some of them in official life, with whom I have been willing to share advantageous opportunities of investments; that I have kept to the truth, through good and evil report, denying nothing, concealing nothing, reserving nothing. Who will say that I alone am to be offered up a sacrifice to appease a public clamor, or expiate the sins of others? Not until such an offering is made will I believe it possible. But if this body shall so order that it can best be purified by the choice of a single victim, I shall accept its mandate, appealing, with unfaltering confidence, to the impartial verdict of history for that vindication which it is proposed to deny me here.

The Wilson Committee, under the leadership of Jeremiah M. Wilson of Indiana, reported that the Credit Mobilier had defrauded the government. Ames denied the accusation and said in his own defense before the House that less than ten million dollars profit was realized on expenditures of seventy million dollars. In his book, The Union Pacific Railway: A Study in Railway Politics, History, and Economics, John P. Davis wrote that it was safe to say that the profit was in excess of \$20,000,000 over a period of four years.

Eventually, the House dropped the proposed penalty of expulsion against Oakes Ames and took up a resolution condemning his conduct. The resolution stated:



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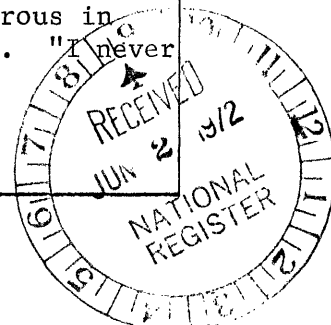
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Statement of Significance - 6

Resolved, That the House absolutely condemns the conduct of Oakes Ames, a member of this House from Massachusetts, in seeking to procure congressional attention to the affairs of a corporation in which he was interested, and whose interest directly depended upon the legislation of Congress, by inducing members of Congress to invest in the stocks of said corporation.

Ten weeks following the Congressional condemnation, and shortly after the return of Oakes Ames to his home town of North Easton, Massachusetts in 1873, he was stricken by paralysis. Four days later, on May 8, 1873, Oakes Ames died, possibly as a consequence of the combination of his political disgrace, immense energies expended on the building of the Union Pacific, and worries concerning financial difficulties. Ten years later, in 1883, the Massachusetts legislature adopted a resolution expressing its gratitude to Oakes Ames for his work, and exonerating him by an expression of its faith in the integrity of his purpose and character. Historian John P. Davis felt that Ames probably had to bear too much of the blame for the scandal associated with railroad building. He wrote: "Oakes Ames did not create the Credit Mobilier, or Nicholas Biddle the Bank of the United States; industrial society created them both, and Ames and Biddle simply fitted their engines to the groove that society made for them." The vindication of Oakes Ames by the Massachusetts legislature was only one tribute to the work Oakes Ames performed. A memorial hall in North Easton was dedicated to him in 1881 and by October of 1882 the Ames Monument, honoring both Oakes and his brother Oliver, was completed. Upon the death of his brother, Oliver Ames, acting together with his nephew brought financial order out of a potential bankruptcy in the firm of Oliver Ames and Sons. Known as a financier, railroad magnate, and philanthropist, Oliver Ames died in 1877, four years after the death of his brother, Oakes.

The importance of the Ames Monument has been seen mainly in connection with the history surrounding the work of the Ames Brothers in relation to the history of American transportation. The importance of the monument as an example of the work of two famous American artists---H. H. Richardson and Augustus Saint-Gaudens---until recently, has been neglected. The biographer of Henry Hobson Richardson, the latter being the architect of the Ames Monument, has called the monument "perhaps the finest memorial in America...one of Richardson's least known and most perfect works." A contemporary of H. H. Richardson was Frederick Law Olmsted, a famous landscape architect and the designer of Central Park in New York City. Olmsted saw the monument shortly after its completion and was generous in his praise for both the monument and its surrounding environment.



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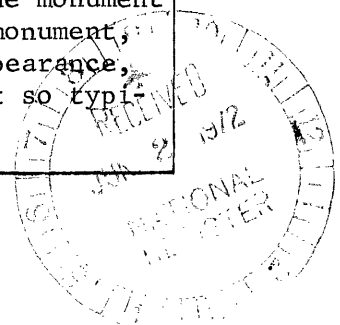
Statement of Significance - 7

saw a monument," he said, "so well befitting its situation or a situation so well befitting the special character of a particular monument." Such appreciation for the monument has not always been observed, however, according to History Professor H. R. Dieterich of the University of Wyoming. In an article written in the April, 1966 issue of the historical journal, Annals of Wyoming, Dieterich offers a new look at the Ames Monument from the point of view of the historian of American culture. The place of the Ames Monument in the history of American architecture should be recognized as being a significant one, as also significant is its place in the history of the construction of the Union Pacific railroad.

During his short career, H. H. Richardson (1838-1886) became one of America's foremost architects. Biographer Hitchcock tells us that at the time of Richardson's death in 1886, there were three main currents in American architecture, one of which was called Richardsonian, or Richardson Romanesque. In his work with buildings, during an architectural age preceding that which saw the use of structural glass and steel, Richardson employed materials such as stone, brick, and timber. The Richardsonian style has been termed "expensive, heavy, dramatic and uncompromising in its architectural and artistic integrity". His buildings were marked by the adoption of "richly contrasting natural materials, low-slung massive archways, and boldly simplified lines." One aspect of his work expressed his concern for functional expression and provided some of the impetus by which Louis Sullivan and Frank Lloyd Wright advanced to the establishment of what is termed modern architecture. A representative example of the latter, in the category of the commercial building, is the American skyscraper.

The Ames Monument was one of a half-dozen or more projects which Richardson completed for the Ames family. It was the only commission Richardson held which was located west of St. Louis and was considered one of his best. The integrity of the monument is further enhanced by the work of Augustus Saint-Gaudens. In Gaudens, Richardson employed the work of one of the most talented artists America has produced. Saint-Gaudens sculpted the nine feet-high medallions of Oakes and Oliver Ames at a time when he had recently been recognized as a foremost artist.

The Ames Monument is an architectural success in its own right but, whether or not it was intended to be so, the design and scale of the structure demonstrates the qualities of boldness and self-assurance which were necessary qualities in the men to whom the monument was dedicated. Perhaps it would not be improper to note the similarity in the architect, the monument and its setting, and the work of the Ames Brothers. Surely the monument, in its desolate location and by its rough-hewn and monolithic appearance, is expressive of a monumental task, and of an enterprising spirit so typical of a past expansive period in American History.



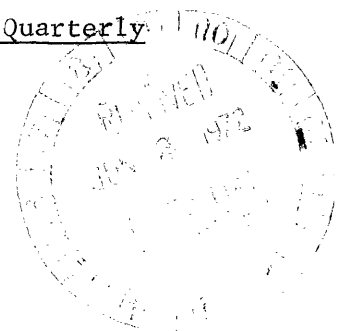
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