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WAGNER GUSTAV ADOLPH

July 19th 1893.

Sir -

Having recovered this pearl - the most momentous verse in the poem, whose truth is borne out in the words "But he who has not, let him sell his garment, and buy a sword:" to which description the enlisted man clearly answers - which they had to throw away, in conformity with the inexorable dictate, "A prophet is every where at home, except in his own country and with his own kindred," I have a hope that it will be received more considerably by those to whom it was not presented directly.

He having addressed the Soldier, to you it goes first, and in obedience, then only to I feel at liberty to offer it to any one else.

"Give unto Caesar what is Caesar's!"

Though severely exposing myself to an almost unanimous judgment of being immodest and presumptuous in thus approaching you, I will not let this deter me, knowing that I am actuated merely by the desire to preserve the laurels of the immortal poet.

The version contained in the last two lines of the stanza alluded to, has been used in one form or another in every conceivable phrase of life and business by some of the leading men of every generation here, figuratively, as it likewise can appear in no other light to any one. But this was ever the lot of mental giants when having fallen into the hands of pygmies.

I have the honor to sign, very respectfully,

Your obedient servant,

Gustav Adolph Wagner.

New York, July 19, 1893.

Nigh thirty years old now you are—
Through many a storm you've went!
Like a brother have you always me protected,
And when our ranks by the fire were dissected—
No tremor through your folds was sent!
And when our ranks by the fire were dissected—
No tremor through your folds was sent!

So many a long night did we lie
To cold and wet exposed—
You, old fellow! it is which has safely warmed me,
And what has harmed my heart that none could see—
To you, Mantle, was it disclosed!

And pierces once the final dart
This stalwart German heart—
Beloved mantle! be you sure and then enwrap me, too
For this is all I ever shall ask of you:
Why should death desire us to part?

Complimentary by the Translator.

CAVALRY.

Up! briskly, now, Comrades, the horse to mount:
Where Liberty *breathes*, let us rally!
The Field is the place where a man does yet count:
There Life is thrown into the tally!
When there, no substitute you can see,
And there he must his own helper be!

Long while, since fair Liberty this earth has fled—
Only masters and minions it wishes!
Now falsehood and cunning are ruling instead
The cowardly human species!
But the Soldier a free man style you dare—
Who grim death itself in the face can stare!

The cares of life he has thrown over-board:
No more of this hoping or sorrow!
Now Fate to give a rendez-vous he sallies forth;
Should to-day it fail—why, to-morrow!
And if to-morrow—to-day make sure
Would the dregs you of precious time secure!

From heaven fell unto him his festal lot,
Not wrought for with ceaseless endeavor!
The hired man lustily turns over the sod:
His treasure means there to uncover!
He spades and shovels throughout his life—
When his own grave is dug only ends the strife!

The Horseman, together with his agile steed,
Is a guest of an order uncommon:
At the party unlooked-for your eyes him greet—
For the banquet he waits not the summons!
But your silver and gold he would refuse:
By conquest must come him Apollo's dues!

Why grieves the lassie, and why does she weep?
Abandon! Let fare—though forever!
On this earth no quarters were found him to keep;
The truest love's bonds held him never—
It urges, it rages, impelling him on:
The World is his, and no spot him can own!

† On the point of the dagger has the world been tacked!
Therefore hailed are you, in the phalanx!
And stand you but loyally cemented intact—
The world do you hold in the balance!
So high up and firm was no crown ever set
But the courageous leaper would grasp it yet!

Therefore, briskly up! Comrades, and bridle your roan,
Your chests for the combat unravel!
While Youth is fermenting, and while Life does foam—
Then alert! ere the spirits can travel.
And would you not make Life the prize—
Could your life be won in what other wise?

FRIEDRICH VON SCHILLER.

† This verse has been omitted in some of the late German editions, in the face of the fact that the King of Prussia was crowned German Emperor while as a conqueror on foreign territory; that the unification of Italy was only accomplished step by step by usurpation; that the Queen of England would not now be Empress of India, had her arms not proved equal to the occasion in the gigantic Indian uprising; that our own Union was only confirmed after one of the most sanguinary wars in history, and even the present French Government took its seat permanently only after the most ferocious conflict with the Commune known in civilization. And Von Schiller, withal, wrote this during the Great Napoleonic era.

14 Walnut Crescent,
Montclair, N.J.
July 19, 1893.

Maj. Gen. O. O. Howard.
New York.

My dear Sir:-

Mrs. Eaton and
myself are again in
this vicinity, but we
plan to return to
Mexico soon, perhaps
next Thursday, the
27th.

If you
are at home, it wd
give us great satis-
faction to call upon
you. Next Satur-
day afternoon I

must go to Flushing,
and on Monday per-
haps to Boston.

Could we see you
early on Sat. afternoon?
Mrs. E. is not sure of
being able to accom-
pany me.

Please remember
us kindly to Mrs.
Howard, and accept
affectionate greetings
for yourself.

Faithfully yours,
James D. Eaton.

July 19th 1893.

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HENRY W. CLOSSON,
COL. 4TH ARTILLERY.

Washington Ranch, Washington D.C.
July 19, 1895

Sir

Your note is received.

It was characteristic of the kindness of Gen.
Hornum to bring the matter to my attention.

I have \$5000 of Life Insurance
already & do not wish nor intend to increase
the amount.

I should dislike therefore to put you to the trouble
of a visit.

Very respectfully

Henry W. Closson

Col. 4th Artillery

H. B. Chadney

120 B¹ way.

CLOSSON HENRY W.

July 19th 1893.

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PUBLICATION HOUSE OF
FUNK & WAGNALLS COMPANY,
18 AND 20 ASTOR PLACE.

EDITORIAL ROOMS OF THE STANDARD DICTIONARY.

New York, _____ 1893.
July 19,

Major-General O. O. Howard,
Governor's Island, N. Y.

Dear Sir:

We are now ready to print Part I of the Standard Dictionary, which will include the whole of A and B, pages 1--260. We send you by to-day's mail a set of plate proofs covering these pages, which we would be pleased to have you examine in reference to your department of the work.

If you discover any important errors in the proofs of these pages, let us have the corrections by July 25th. Please bear in mind that plate corrections are difficult to make and are very expensive. As we have a number of plates made for each page, the corrections will have to be made in every set of plates.

If you find there are corrections to be made in your department, word the substitute matter so that it will occupy as nearly as possible the same space as the matter it is to replace in the plate. It will be necessary to return only the pages as may be marked by you as needing corrections. If you see no corrections of sufficient importance to be made, you need not return any of the pages. Let us have your answer, with such corrections as you may see fit to make, by July 25th.

Yours very respectfully,

Funk & Wagnall's Co.

File
Corrected & returned
July 26/93 gls

788

PUBLICATION HOUSE OF
FUNK & WAGNALLS COMPANY,
15 AND 17 AVENUE PLACE.

EDITORIAL ROOMS OF THE STANDARD DICTIONARY
FUNK & WAGNALLS

July 19th 1893.

New York, July 19, 1893.

Major-General O. O. Howard,
Governor's Island, N. Y.

Dear Sir:

We are now ready to print Part I of the Standard Dictionary, which will include the whole of A and B, pages 1-360. We send you by to-day's mail a set of plate proofs covering these pages, which we would be pleased to have you examine in reference to the correctness of the word.

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Yours very respectfully,

SAFFORD GEO. H.

July 20th 1893.

Washington. D.C.

July 20. '93

Genl. O. O. Howard

Major Genl. U.S. Army.

Dear General.

I have the honor
herewith to acknowledge the
receipt of your valued favor of
the 17th inst. in response to Genl.
Balloch's request in my behalf.
I thoroughly appreciate your cor-
dial recommendation & shall be
pleased to present the same to
Genl. Sternberg at an early date.
With sincere thanks for your
prompt compliance. Believe me.

Gratefully yours.

Geo. H. Safford.

SAFFORD GEO. H.
July 30th 1893.

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Dear General,
Major Genl. Wm. H. Safford
Washington D.C.
July 30th 1893
I have the honor
to acknowledge the
receipt of your valued favor of
the 17th inst. in response to Genl.
Gallagher's request on my behalf.
I thoroughly appreciate your ac-
cise recommendation & shall be
pleased to present the same to
Genl. Hunkeler at an early date.
With sincere thanks for your
prompt compliance I believe me,
Very respectfully,
Geo. H. Safford

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PROCHET ROB ERTO P.

July 20th 1893.

Union Club, Boston,
8 Park Street.

Boston, July 20th -93

My dear General,

I send you two lines from the Union Club, where I am going to have dinner with a friend of mine, to thank you once more for your great kindness during our stay under your hospitable roof -

Please convey our thanks to Mrs. Howard, your daughter and son who have done so much to make us feel quite at home.

I was sorry not to have
had the opportunity of saying
good bye to Major Höff and
thanking him for his trouble.
Be kind enough to let him
know it.

We expect to be in Chicago
by the 1st of August so that
if our two trunks could be
sent two days previously it
would be all right.

Our friend had his baggage
sent by Adams Express C4
Branch Office - 684 Broadway
New York. We may do the

same thing for ours.

Please let me know about
the expenses you will have
to meet.

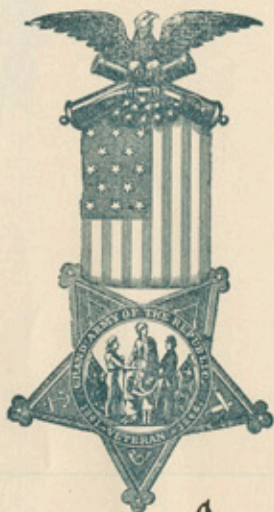
Olavio joins in my kindest
regards to Mrs. Howard,
Miss Betty and your son Harry
and believe me

Sincerely yours

Dr. F. Roberto Prochet.

Should you have anything
to let me know write:

Poste Restante Gen^l Post Office
till the 10th of August. Chicago



THE SOLDIERS' REUNION,
FRIDAY AND SATURDAY, AUG. 25-26, 1893,
GALDWELL, * OHIO.

Application for Refreshment and other stands
will receive prompt attention. You are invited
By Order Com. W. A. SLENKER, Ch'm'n.
S. K. YOUNG, Sec.

Baldwell, O. July 21.....1893

Gen. O. O. Howard
Cave War Department
Washington City
D.C.

Dr Sir in view of former
promises, and on account of the great
desire of the old Boys to be with you
again. we make this a special invitation
to you and hope you can arrange to
meet with us Aug 25 & 26-93 please
advise

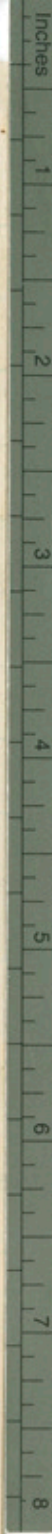
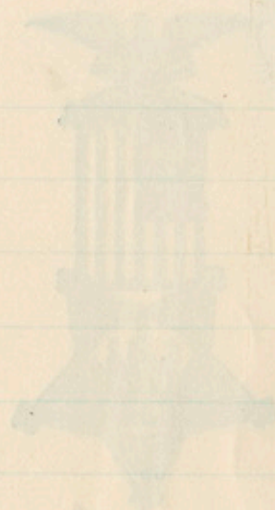
Respectfully

S. K. Young

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YOUNG S. K.

July 21st 1893.



THE BARBER ASPHALT PAVING CO'S

WORLD'S COLUMBIAN
EXPOSITION OFFICE
AND PRINCIPAL EXHIBIT,

. . . N. E. GALLERY, MINES BUILDING.

(FORM 209.)

OTHER EXHIBITS:

TRINIDAD ASPHALT PAVEMENT,
ON ROADWAY, NORTH FRONT MINES BUILDING.

TRACTION INDICATOR,
IN TRANSPORTATION BUILDING, ANNEX 5 A.

CHICAGO, ILL., U. S. A. July 21 1893.

Dear Father

A gentleman who owns
the first nugget of pure
gold in California
desires to sell it for cash.

Proper affidavits etc
go with it.

It is on exhibition in the
California Bldg here.

It is worth as a "souvenir"
or thing of note - several
thousand dollars.

Its intrinsic value (gold)
is not more than \$50.

Do you know any one
who would purchase it.

I would be glad to help
sell it because of a
good commission

with the gold

John is visiting.

Oil will exact several
is offering from various sources



OTHER EXHIBITS:
TRINIDAD ASPHALT PAVEMENT,
ON ROADWAY, NORTH FRONT MINE BUILDING.
TRACTION INDICATOR,
IN TRANSPORTATION BUILDING, ANNEX 2 & 3.

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THE BARBER ASPHALT PAVING CO'S
WORLD'S COLUMBIAN
EXPOSITION OFFICE
AND PRINCIPAL EXHIBIT.
N. E. GALLERY, MINES BUILDING.

HOWARD JAMES W.

July 21st 1893.

Dear Father
I am writing you
a few lines to
tell you how
I am getting on.
I am well and
hope these few
lines will find
you the same.
I am writing you
this to let you
know that I am
still in the
land of the living.
I am writing you
this to let you
know that I am
still in the
land of the living.
I am writing you
this to let you
know that I am
still in the
land of the living.
I am writing you
this to let you
know that I am
still in the
land of the living.

1893-July 21, 1893

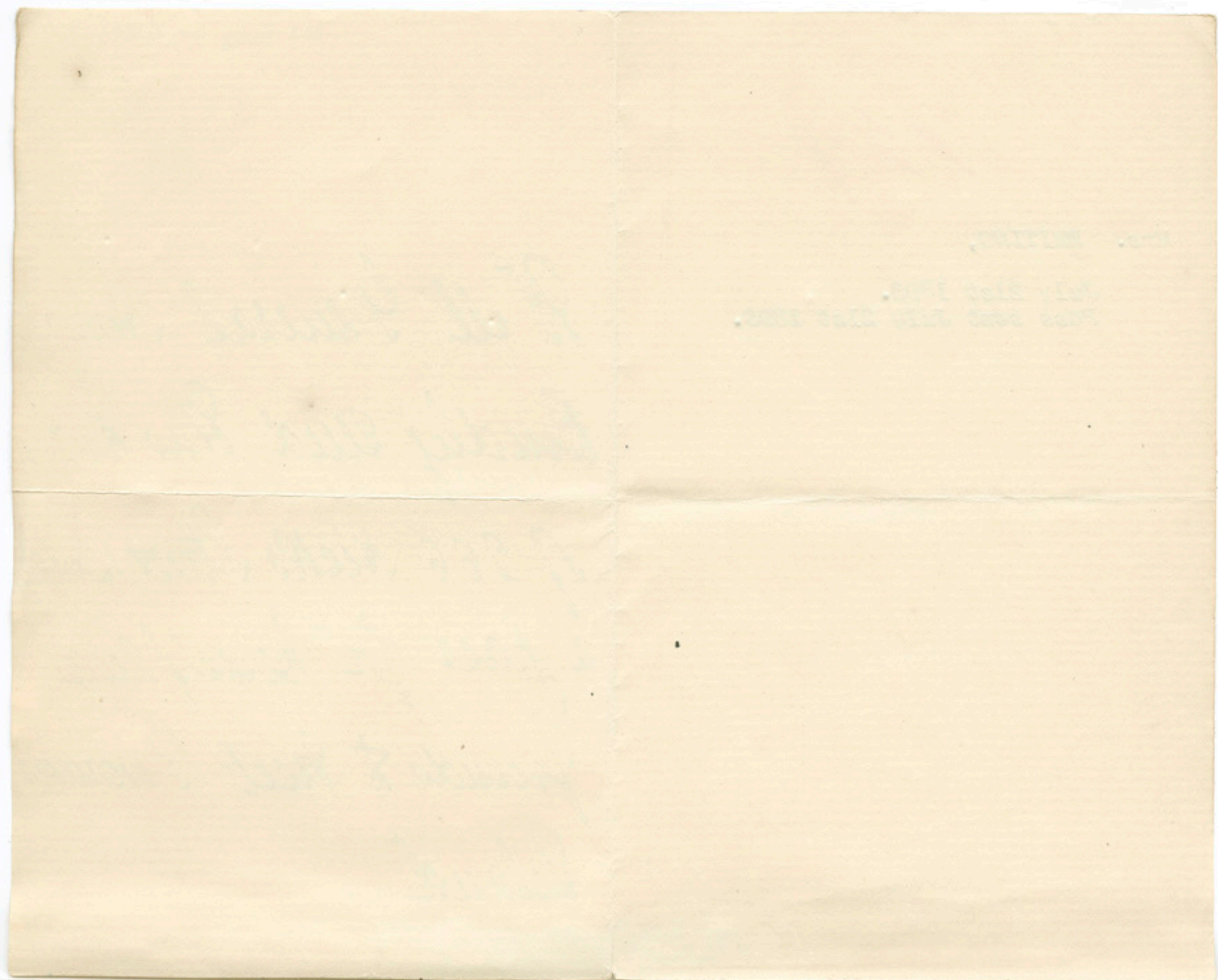
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Mrs. WHITING,

July 21st 1893.

Pass sent July 21st 1893.

Will General Howard
Kindly send Mrs Whiting
of 266 Hicks Street Brooklyn
a pass for herself and
friends to visit Governor's
Island.



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N.Y. July 21/93

BUEHLER JOSEPH

July 21st 1893.

Comd Gen O.O. Sheward
Governors Island

Sheward Sir:

You have promised me at the
Church in Christie Str to see &
^{help} me get me a certificate of my
discharge. Joseph Buehler
enlisted Jan 1st 1867 served 3 years
in Company B. 1st U.S. Cavalry
Island Discharge July 26th 1870

I remain your most obedient &

humble servant
Joseph Buehler

257 Broome Str
N.Y.
Joseph Buehler
Co B. 1st U.S. Cavalry

25 July 1912

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BUEHLER JOSEPH,

July 21st 1893.

Wm. Lloyd Garrison

[illegible]

HENRY C. WEEKS.
BUILDER.
No. 56 E. 23rd Street
Y.M.C.A. BUILDING
NEW YORK....

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Telephone No. 780, 18th.

July 21, 1893

Gen. C. C. Howard
Dear Sir & Bro

I wrote you sometime since in regard to paying us a visit at Bayside L.I. and making an address for us but found that the time proposed was impracticable for you.

As you may know we are about a mile and a half south of the post at Willto Point and a number of the soldiers are interested in our movement and we wish to get still others interested.

There being so few to aid in the work we have had a very difficult start,

but are now roofing one of the prettiest church buildings in the section - large enough to seat about 400 people. We want to open 2^d 3^d & 4th Sunday in Sep and desire greatly to have you with us. We hope to have our old friend Rev. W. King (a coz of Col. King at post) with us for a part of the day. We also intend to have some week evening addresses following the ofg services.

Could we not at one of those ^{Sabbath} dates get you to come out and greatly aid us by an address. I know it would help with the soldiers and our many Grand Army men.

You and yours would stay at our home. I hope,
Yrs Truly Henry C. Weeks

HENRY C. WEEKS
BUILDER
No. 26 E. 23rd Street
NEW YORK

Telephone No. 730. 12th

July 21 1893

Dear Mr. C. Weeks

I wrote you some time since in regard to paying a visit at Longmont & Co. and mentioning an address for me but found that the time proposed was impracticable for you.

As you may know we are about a mile and a half south of the foot of the Little Rock and a number of the children are interested in our movement and we wish to get still others interested.

There being so few to aid in the work we have had a very difficult start

but are now working one of the greatest church buildings in the section - large enough to seat about 400 people. We want to open a school in the fall and have greatly to thank you with and the hope to have our first friend Prof. McKim (a son of Col. King of West) with us for a part of the day. We also intend to have some week evening addresses following the day. I wish we got at one of these, have got for the same out and greatly and so by an address. I think it would help with the children and our many young group here. I hope at our house. I hope you will be happy. I hope to see you soon.

PUBLICATION HOUSE OF
FUNK & WAGNALLS COMPANY,
18 AND 20 ASTOR PLACE.

EDITORIAL ROOMS OF "THE VOICE."

NEW YORK, July 21, 1893.

Dear Sir:-

After careful study of the railroad problem and the various proposed solutions of it we are inclined to believe that the plan of government control coupled with free competition, as outlined in the enclosed leaflet, would be, or should be, acceptable to a large number of both advocates of government ownership and advocates of private enterprise. Will you favor us, at your earliest convenience, with your opinion as to the feasibility and justice of the plan set forth in the enclosed leaflet, to the extent of not more than 300 words?

Thanking you in advance, we are,

Respectfully,

Editor of THE VOICE.

EDITOR of THE VOICE,

July 21st 1893.

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Railroad Problem:

FREE COMPETITION THE SOLUTION.

HOW TO PUT IT IN OPERATION.—DETAILS AND ARGUMENT.

[Portion of an article printed in THE VOICE, of November 10th, 1892.]

As the shipping and traveling public have enjoyed low rates only at the points having railroad competition, it is obvious that to establish low rates at all points it is only necessary to make railroad competition universal. Paradoxical as it may seem, it is possible to establish this free competition of railroads without loss to the people, and at the same time pay the railroad corporations a reasonable profit on their actual investment.

This free competition may be insured by restoring the character of public highways to the railroads, by securing to all persons the right to run trains over their tracks under proper regulations, and by defining the distinction between the proprietorship and maintenance of a railroad and the business of common carriers.

For the details of this method of conducting the railroads, and for most of the arguments in behalf of it, THE VOICE is indebted to Mr. James F. Hudson, the author of the book, "The Railways and the Republic."

Under this plan the trains may be owned, loaded, and forwarded by different carriers, but all trains would be under the control of a train dispatcher. The carrier wishing to run a train of his own could be required to run a regular train on schedule time, or to follow a regular train with an extra, just as extra trains are now run on every railroad in the country.

With the right of all carriers to transport freight over any railroad fully recognized it might be permissible to leave the movement of trains in the control of the railroad corporation. The company might be allowed to inspect the rolling stock sent over its road and to exclude all rolling stock that did not meet the requirements of safety and dispatch. It might be given authority to license qualified engineers and conductors, to be employed by carriers on its track. Or the law might establish an authority to direct the movement of trains, to inspect rolling stock, and license engineers and conductors.

A number of firms or companies could engage in the business of hauling the loaded cars of shippers. Even a small capital could com-

pete on fair terms with the greatest. An engineer and a conductor, being qualified and licensed, could buy a locomotive and engage in the business of hauling loaded cars belonging to one or a dozen shippers. Exclusive ownership of all the rolling stock by any one firm or company is not necessary to the success of the plan. There are many instances in which more than one railroad company have used a track jointly for a term of years.

There is no necessary connection between the construction and maintenance of a railroad and the business of carrying freight and passengers over the road. Having built a railroad it is only just that the corporation should hold the easement in the tracks and right of way, and the franchise to take uniform and reasonable tolls. In all the early railroad charters, and in many later ones, the sole authority of railroads to charge for transportation is in the grant of power to take "tolls." This has been interpreted, in practice, as authority to fix charges for carrying freight and passengers, but the words have no such meaning. A toll is a fixed sum for the use of a highway or bridge, collected from those using it, and can not be made to cover the charges for transportation imposed by a carrier. Some years ago, in the case of the Camden and Amboy Railroad of New Jersey, the United States Supreme Court said: "The declaration in the charter, that the railroad is a public one, does not make it so, if the effect of the charter is to give the exclusive use to the corporation." If the rate of tolls is such as to prohibit the free use of the tracks by the public, and to give the corporation the exclusive use, the tolls are not reasonable, the road is a monopoly and not a public highway. Many of the more recent railroad charters positively grant to the corporation the exclusive right, or in other words the monopoly, of transportation over its own highway. It has been clearly shown by the highest courts that the legislature has no power to establish monopolies under the guise of public ways; and if the exaction of prohibitory rates destroys and vitiates a charter, the exclusive

grant of the privilege of transportation, on the seizure of such an exclusive use under a construction of the charter, much more clearly makes the charter unconstitutional."

The question of tolls under this plan of free competition presents but little practical difficulty. The toll should be a reasonable and uniform rate per ton per mile for freight, and per car per mile for empty cars, such as will, in the aggregate, yield revenue enough to repair and maintain the track, to pay fixed charges, and leave a fair dividend upon the bona fide capital invested. While the rates on different lines must necessarily vary, according to the amount and quality of the traffic furnished by different sections of the country, the reasonable toll for each line could easily be calculated from its expenses, fixed charges, and gross tonnage. Should a road charge a greater rate per ton-mile than its competitor, in the effort to make dividends on watered securities, it will simply drive the traffic to its competitors. In the case of a road through a new country where the rate of toll necessary to earn dividends might be prohibitory, the road might be given the exclusive use of its property, provided it be permitted to make no unjust discriminations, nor to charge excessive rates. When its traffic has become so great that moderate tolls will yield a fair profit on the investment, its track may be thrown open to the service of all carriers, and its profits maintained.

Under this reform the certainty of new competition springing up, in the event of a combination of all carriers to force up the rates, would render such combinations useless. The fact of competition being free, and the introduction of new economies and inventions, would also reduce rates gradually and progressively. If any one carrier or all the carriers were to grant special rates and train accommodations to certain shippers, the shippers discriminated against could, by investing a few thousand dollars, secure the carriage of their freight at nearly first cost. Any community discriminated against by the projectors of a railroad could construct a short line of its own to the discriminating railroad and freely use the tracks of the latter. Whatever differences of rates arise under the natural and legitimate conditions of transportation would remain under free competition. Whatever differences are produced by the monopoly of the railroads as carriers will be abolished. When transportation on the railroads is as open as on canals or rivers one locality can have no advantage over another, save as it is legitimately entitled to it by superior accessibility or natural facilities for business. Moreover, a comparison of the tonnage reports with the aggregate income of a railroad would disclose any departure from uniform and avowed rates. Any such discrepancy would

show that the shareholders had been robbed in their revenues, and that the shippers had been wronged by undue favors to a rival; and both classes would unite to correct and punish such abuses.

Among other good effects of the change railroad reports would be diminished in complexity and made intelligible to all; the railroad manager, instead of being, as he is now, the master of the stockholders and the tyrant of commerce, would be relegated to his proper place, as the servant and employee of the owners of the road; and all incentives to unnecessary railroad construction, or the building of two rival roads where one will suffice for the business, would be taken away.

As to the measures necessary to establish this reform, it may very plausibly be argued that no legislation whatever is needed. Under a number of court rulings in the early days of the railroad system the use of the railroads as public highways is the right of every citizen. If these decisions are law any one may bring his trains to a railroad and demand passage. The railroad corporation must furnish a public highway in fact as well as in name, and it is not entitled to the right of eminent domain until it does so. The legal right of every man to the free use of the public highway exists to-day just as fully in the case of the railroads as in that of the turnpikes or the canals. Should the exercise of this right be denied to any citizen he can assert his right in the courts. In opposing his action the railroads would be confronted by one of two unpleasant alternatives. Either their charters must reserve this public right, which has long been denied in railroad practice, or it must be claimed that they contain such a grant of monopoly as exceeds legislative power and vitiates the constitutionality of the act granting the charters. According to the law, as laid down by the courts of half a century ago, the railroads must either concede the public right of transportation over their tracks, or must forfeit their corporate existence.

It must be acknowledged that the strength of the principle in question has been impaired by later judicial utterances. The United States Supreme Court of 1874 differed from the Supreme Court of the United States in 1842. The later rulings, as clearly as the earlier ones, requires that the railroad shall be a public highway, and denies that a legislature can exercise the right of eminent domain in behalf of a railroad unless the railroad be a public highway. But when the question arises, Is it essential to the nature of a public highway that it be open for transportation to all persons? the decision of 1872 says: "It bears only upon the mode of use, of which the legislature is the exclusive judge." Accepting the dictum "that the legislature is the exclusive judge," the whole subject ap-

pears to be open to reform by legislative enactment.

If it be claimed that the exclusive privilege of transportation over its road is a vested right of the railroad corporation, which the legislature can not amend or take away, the question then is, Can a corporation obtain a vested right in a "method of use" of a public highway, and especially in a monopoly of its use? It is settled that the power of the legislature to regulate the railroads is general, unless limited by express contract with the State. Such a contract, according to the later decisions, must be direct and unmistakable. Nothing is to be implied against the State. The grant to a corporation of the exclusive privilege of running cars over its tracks only amounts to permitting that mode of use, and constitutes no contract that the legislature will never authorize another mode of use, which may prove better for the public and for the railroad itself. If a legislature were to insert in a railroad charter a specific provision that no future legislature shall alter the mode of use of the railroad, it would be questioned whether a legislature can bind its successors not to exercise a constitutional right. The sovereignty which has taken the property of private citizens, to establish highways for the public benefit, can in turn take away the franchises and easements in those highways to establish other highways for the public benefit. The power of eminent domain may be used to appropriate the rights of way and franchises of one public highway for the establishment of another that is better suited to the public interest. Railroad property is no more sacred than either private property or the easements of canals and plank roads; and as the railroads have taken, by the power of eminent domain, both private property and the rights of way of other highways, their property and franchises can in turn be taken to establish free and more useful highways for commerce. This right of the legislature to subject the property of railroad corporations, as well as other public highways, to the right of eminent domain is supported by decisions of the United States Supreme Court, and by the rulings of various State Courts. (See the case of West River Bridge Company *vs.* Dix, decided by the United States Supreme Court in 1848; the case of Richmond Railroad *vs.* the Louisa Railroad, decided by the United States in 1851, and the case of New Castle and Richmond Railroad *vs.* the Peru and Indianapolis Railroad, decided by the Supreme Court of Indiana in 1852).

With regard to roads whose charters grant no exclusive privilege of transportation, and but simply authorize them to take tolls, all that is needed is a legislative declaration of the rights of the public, the enactment of regulations to secure safety and convenience in running trains, and possibly instructions to

the legal officers of the State to enforce the public rights through the courts. Similar laws might be passed even for the railroads whose charters make them the sole carriers on their tracks. It would be worth while to test the question whether, under our constitutional government, any legislature can grant a monopoly in a public highway established by seizing private property. But however such an effort might result, the legislature has in reserve a power which is ample to secure the end in view. Let a general act grant the right of eminent domain to corporations, whose charters shall open their roads on equal terms to every carrier, and authorize the appropriation by them of the rights of way and franchises of any railroad which monopolizes its track, and the problem will be solved. Upon the enactment of such a law existing railroads would make haste to divest themselves of the monopoly they now claim, and to proffer to the entire public unobstructed privileges of transportation.

Of course, such a law must provide methods for determining the proper value of the property and franchises to be taken under it. Full compensation, on the basis of real value, is an essential incident to the exercise of the power of eminent domain.

Legislation would also be necessary to settle the many incidental questions relating to the use of the roads. It might, for instance, be found necessary to separate the functions of the railroad wholly from those of the carrier. There might be practical reasons in favor of a system in which the railroads could furnish the motive power and nothing more, or of one in which carriers might make up and haul their own trains; but the final determination of this and the other incidental questions may be left to discussion and experience, provided that the principle of free competition is secured. Place the public right above all dispute and beyond all obstruction, and the minor problems of the reform will solve themselves, by experience, under free and natural competition.

No complete or permanent remedy for the evils of the railroad system can be found in a mere prohibition of effects which leaves the causes at work. Let the history of the discriminations and oppressions inflicted by the railroads upon commerce be fully understood, and the public mind will see that a single statute is too frail a barrier to withstand forces which have defied the common law and the constitutions of many States. Sooner or later, by intelligent discussion or through the failure of other means, it will become plain that the only effective reform is to destroy the cause out of which all the evils of the system spring, by taking away the monopoly of the railroads and making them public highways in fact as well as in name.

Fort Yates, N. D.
July 21st 1893.

Maj. General O. O. Howard.
Governors Island.
New York Harbor
N. Y.

Sir:

I have the honor to inform you that I will be retired from the service of the U. S. Army, about Aug. 2nd 1893. — Owing to the late Order prohibiting soldiers to compete for the position of Ord. Sergt. after they have attained the age of forty-five. I am unable to use the recommendation that you so generously forwarded, having reached that age. — Having no position in view that is agreeable or that I could feel contented by accepting, I would again ask a favor of you. — I have now been in the army so long, and become so accustomed to military rules and business methods that if I could still be retained in some branch of the service, I could perform the duties of almost any office to better advantage to myself and employer than in civil life. — I am sober and industrious as my several discharges, and recommendations will prove, and would therefore request a position in

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the Q. M. Dept. feeling capable of filling a position as clerk, messenger, or one in which similar duties are required.

Praying that my application may receive favorable consideration at your hands and that it will cause you no inconvenience.

I am, Sir,

your most obedient servant,

Richard Albrecht

1st Sergt. Co. H. 1st Infy.

July 21st 1893.

New York, July 22nd. 1893.

General O. O. Howard,
Governor's Island, N. Y.

My Dear Sir:-

The Devotional Committee of the Washington Heights Branch of The Young Men's Christian Association are earnestly desirous of doing a larger and more helpful work for our young men, and we seek your co-operation in view of making up our calendar for the next five months -August to December inclusive -

May we not hope for a short service under your conduct on a Sunday afternoon at 4.15 o'clock; the date and subject, if preferable, being selected by yourself.

Kindly inform us at your earliest convenience.

With highest respects, I am

Very truly yours,

Geo. Munro

Chairman of Devotional Committee

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MUNRO GEORGE,

July 22nd 1893.