neuron. Their throats out from. ear bear Leveral of our men were found in this condition, who has strappled a little from the al ann to cut a corner or something of that mit he a tolistin our man on our sclum burnet almost every lease on the wat. This me when right our wan jot way much exasherated + one day when I trought up the hear I some out more in form beding helplers vomen + children from outrage, when the Rebalo has been from their leaves on us + the man more bent on revenge. I'mbarrady gave them the protostion which every mea of homer will prom any momen as long as she is a somman, But Mance no south they were all burnt out before the whole any jot by. It was said business of an milling to fight men in arms, but not babes in arms. News accom Laura.

The questions mit be ansund next time herners Son.

by sear fac. Thank you for your valuable anticoner or & hints. a homan knows to much more than a man, after all. I wrote fan another letter almost exactly the same right totally different in the turn a bearing of it you must be much amuse to see how the Dane moto could be made to so make different Int. the have just returned from a "raid" of suppose it mulde colled toward the both Carolina line for the perpose of botraying de boldon Rail Real . We has a hard tiene, but were perfectly mean. pel in our object. Ile telle you how we destroyed the was

The roads are very perfect laid hore, + you can't tea them up rail by rail Ast only one these seource fastenes to the "chairs" as they are called but the rails are niveted together by strong wrought in bars which conned the jointo passing under the bollow - for the rail is in ties shape, seen audrise . s. to you der the rail in one continuous whole . woll now you take a kept. or Vhugade & form them along the track, seled a spot where the rail is easiest to get of , & all hand in That ricinity take held I raise it ap - ah - antil over it goes, wh ande some mitte the sleepers or cross ties" stile attached + on top. Nums you the rail over at beak but as it pre over of course it lifts a postion from the ground of as this comes wh is seezed by the men I passed along, so there will be

one mockine + unbooken will for botheps a mile - just as a plough share turns a furrow_ and it is my quickly own too. The next their is to prog the rails My the ties; break the joints by 20 or so wen taking hold a swaying to ofro. The ties are filed up to a shapp ridge of the rails laid atoms the top, balanced to that the neight of the and will bend the rail nearly double when heated. Then set five, a you see a grown right, The west moning you are a run door This is the shake of the pile This what you are left in the moing. The bent ruseless rails. Well me left 20 miles in dit shops The Kabelo sent a longe proce to cut us off, lent me out marchet, o out witted them. Our straggless fared hard when caught by the evening's scoute & querrillas. In fact they men

The question will be answered next time. Wednesday Eve.

[14 Dec 1864]

My dear Sae,

Thank you for your valuable criticism & &[sic] hints. A woman knows so much more than a man, after all. I wrote Sam another letter almost exactly the same & yet totally different in the turn & bearing of it. You would be much amused to see how the same words could be made to do much different duty.

We have just returned from a "raid," (I suppose it would be called,) towards the North Carolina line for the purpose of destroying the Weldon Rail Road. We had a hard time, but were perfectly successful in our object. I'll tell you how we destroyed the road.

The roads are very perfectly laid here, & you can't tear them up rail by rail. Not only are these securely fastened to the "chairs," as they are called, but the rails are riveted together by strong wrought iron bars which connect the points passing under the hollow-for the rail is in this shape, seen sidewise-[drawing]. So you see the rail is one continuous whole. Well now you take a Regt. or Brigade & form them along the track. Select a spot where the rail is easiest to get at, & all hands in the vicinity take hold & raise it up - up - until over it goes, up side down with the sleepers or "cross ties" still attached & on top. Mind you the rail does not break, but as it goes over of course it lifts a portion from the ground & as this comes up it is seized by the men & passed along, so there will be one successive & unbroken roll for perhaps a mile - just as a plough share turns a furrow - and it is very quickly done too. The next thing is too pry the rails off the ties; break the joints by 20 or 30 men taking hold & swaying to & fro. The ties are piled up to a sharp ridge & the rails laid across the top, balanced so that the weight of the ends will bend the rail nearly double when heated. Then set fire, & you see a grand sight. The next morning you see a ruin. [drawing] This is the shape of the pile. [drawing] This what you are left in the morning. The bent & useless rails. Well, we left 20 miles in that shape. The Rebels sent a large force to cut us off, but we out marched, & out witted them. Our stragglers fared hard when caught by the enemy's scouts & guerrillas. In fact they were murdered. Their throats cut from ear to ear. Several of our men were found in this condition, who had straggled a little from the column to cut a corner or something of that sort. In retaliation our men on our return burnt almost every house on the road. This was a hard sight. Our men got very exasperated & one day when I brought up the rear ??? some sad work in protecting helpless women & children from outrage, when the Rebels had been firing from their houses on us, & the men were bent on revenge. I invariably gave them the protection which every man of honor will give any woman as long as she is a woman. But I have no doubt they were all "burnt out" before the whole army got by. It was sad business. I am willing to fight men in arms, but not babes in arms. [illegible]

Lawrence