[CB - Jan 30, 1889]

File Ans. 1/30/89

A little war talk for the Young people's Union of St Luke's church 41st near 6th Ave on Monday evening Feb 11th -

It is bad to ask a man with so many engagements to speak once more, but I know no other man who will do these young men & women so much good.

Je suis toute à vous
Comme toujours.

Gertrude Crawford

322.

THE INTERNATIONAL COMMITTEE
OF YOUNG MEN'S CHRISTIAN ASSOCIATIONS,
40 EAST TWENTY-THIRD STREET, NEW YORK CITY.

CEPHAS BRAINERD, CHAIRMAN.
BENJAMIN C. WETMORE, TREASURER.
RICHARD C. MORSE, GENERAL SECRETARY.

OFFICE OF THE GENERAL SECRETARY,
139 EAST 18TH STREET, NEW YORK CITY.

30 Jan '89

File ans 1/31/89.

My dear General Howard,

I guess my telegram suffered some modifications in the transmission. So I write to ask whether you will kindly let me know by return mail what days between now & next Thursday you will be on the Island so that one might see you for a few moments.

With many thanks for your most helpful words last Monday Affectionately yours

Richard C. Morse

30

Morse Richard E.

File

ans Jan 31st 1889.

3923.

The Military Service Institution

of the United States,

File on acceptance 1/31/89.

Governor's Island, N. Y. H., January 30 1889

Major General O. O. Howard USA.
Governor's Island NY.

Sir;

I have the honor to inform you that, at a meeting of the Executive Council of this Institution held this day, the following named gentlemen were elected Vice Presidents to serve for two years:—

Major General O. O. Howard USA.
Bvt. Major Gen. J. B. Fry USA.

Please advise this office as to your acceptance or non-acceptance.

Very respectfully
your obedient servant
T. F. Rodenbough
Secretary

30

Mil. Service Institution

J. F. Rodenbough

Secy

File

ans Jan 31. 89.

Washington D.C.
Jan 30th 1889

Ingram Thomas.
File
Ans. 2/4/89
certificate from
Civil Service Comm.
returned to Ingram

Maj Gen O. O. Howard
Hon Sir
I beg Pardon for the liberty I take in addressing You but I thought I would write to You to see if You would help me I am the son of Lucy Ingram who You used to Know & befriend when You were in Washington and was stopping at Mr Stickney cor 6th & N sts my Mother is 67 years of age

Here Enclosed is the document showing I have Passed the Civil Service but I suppose being a resident of the Dist. of Col. is the reason I have not been appointed
P.S. I put this in to show you My Character & worthiness

Case - hoping that this letter me meet your approval & that You will please help us
I remain
Yours Humbly

Thomas Ingram
No 1002 23rd st
Washington D.C.

and very feeble times
are very tight in Washington
and I have been sick
all this month not in
bed but almost unable
to do any thing I am at
this time out of steady
employment & I dont
want to see my Poor
Mother suffer my Rent
is due Friday & I am also
behind a little and
I write this to You to
see if You would help
me and of Course it will
help my Mother I am in
a pretty bad way and
dont Know what to do

I told her I would
write to You & she
said she believed
You would help her
I am Her Youngest
Son I am strictly
Temperance & have been
for eleven Years &
General though I say it
my self I have a
Character which I am
Proud of — the Land-
Lords in this Place
are not very lenient &
I dont Know at this
where to look for one
dollar so General You
will help a very needy

R.W. JOHNSON
13 MANNHEIMER BLOCK,
ST. PAUL, MINN.

File
Ans 2/4/89

ST. PAUL, MINN. Jan. 30. 1889

324,

My Dear Genl

The Army & Navy Register publishes regularly every week the advertisement of the Sou. Lottery. All lotteries are of doubtful character, and it seems to me that keeping the subject constantly before our young officers and the men of the army is well calculated to engender demoralization. The papers should not lay temptation in their way and I feel satisfied that the publication would not be made if the case was represented to the Editor. I have written to him on the subject, pointing out the great wrong so. Will you not do the same thing in a <u>personal letter</u>?

Very truly
R.W. Johnson

30

Johnson, R. W.

File

Ans Feb 4th 1889.

325,

File ans. by Sec.

Farm, Field & Stockman.

CHARLES H. HOWARD,
EDITOR IN CHIEF.

Chicago, January 30th 1889. 188

Dear Brother:-

Pleased to have your favor of the 25th also one from Chauncey with the check. Sorry to hear that sister Lizzie is rather tired out. Such has been about the fact with Kittie also, but she is somewhat better.

I showed the two New York papers you sent me, giving the account of the Emancipation Celebration, also your interview relating to Gettysburg, to Mr. Robt. Scott. He was much pleased to read them. You speak of Wm. Merrick, am I to understand you have visited Philadelphia?

I sympathize very deeply with what you say with reference to Mother. Often from some unexpected incident or reminder, it comes with great force upon me that she has gone out of this life. Perhaps Kittie has sent you, or Lizzie, a little Memorial that the ladies of Glencoe very kindly prepared. It was an unexpected thing to us, an entire surprise, but we think it was very tastefully and sympathetically done.

Now as to the matter of the Commissionership of Indian Affairs. I like your idea very well, except that I made reference to you in my letter. Now would you mind putting a very brief endorsement on my letter, then at the proper time , after the

appointment.
him with refer
endorsement,
It w

Farm, Field & Stockman.

CHARLES H. HOWARD,
EDITOR IN CHIEF.

January 30th 1889.

Dear Brother:-

Pleased to have your favor of the 28th also one from Chauncey with the check. Sorry to hear that sister Lizzie is rather tired out. Much has been about the feet with Kittie also, but she is somewhat better.

I showed the two New York papers you sent me, giving the account of the Emancipation Celebration, also your interview relating to Gettysburg, to Mr. Robt. Scott. He was much pleased to read them. You speak of Wm. Merrick, am I to understand you have visited Philadelphia?

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Now as to the matter of the Commissionership of Indian Affairs. I like your idea very well, except that I made reference to you in my letter. Now would you mind putting a very brief endorsement on my letter, then at the proper time, after the

appointment of the Secretary of Interior, send a separate letter to him with reference to the matter. I will enclose herein a brief endorsement, which if you are willing to have put on, I would like. It would not necessarily appear as addressed by you the the President, or coming from you, but merely a witness to my own opportunities of knowing in regard to the fitness of the person and also forming a proper judgment as to what is required for the head of that Bureau. I will have an envelope addressed and enclosed so that after your endorsement is put on, if you conclude to put it on, the letter can go as if from me, this will leave the way entirely open to write a separate letter to the Secretary as indicated

As to the matter of the advertising Tickets, they cost us $50.00 in advertising. We could sell them any time for $20.00 each. That is $40.00 cash. I am hardly disposed to charge you anything, but on account of partnership, if you see fit to send us one half price, that is $20.00 for the two, you may do so at your convenience.

Please say to Chauncey that the gentleman who has bought the Agricultural paper there in Omaha, and who is changing his residence from Ohio to that City, was in my office a few days ago, and says they propose to buy an Experimental Farm somewhere in the vicinity of Omaha. I told him about Chauncey's farm, what little I knew about it- and told him it would be for sale. I should think it would be a good opportunity, better than anything my firm could offer. Indeed we have so many irons in the fire and so much money responsibility

over

that we could not take the farm as Chauncey suggested.

Affectionately yours.

C. H. Howard

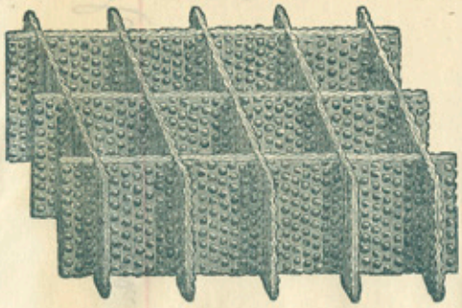
jdv.

Howard, C. H.

File

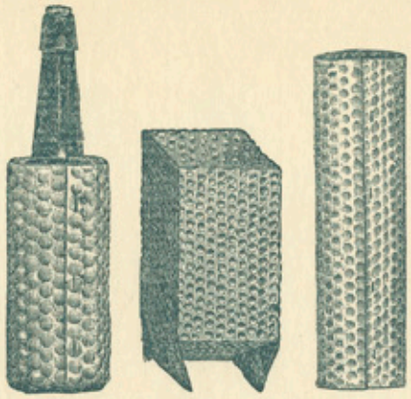
Ans. by the General

30-

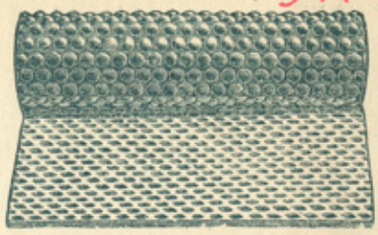


S. D. LORING, PRESIDENT.
CHAS. A. ROGERS, VICE-PRESIDENT,
ELIAB PARKER, SECRETARY AND TREASURER.

SEND CIRCUMFERENCE OF PACKAGE AND LENGTH OF WRAPPER DESIRED.



THE ONLY PACKING MATERIAL FROM WHICH SEWED WRAPPERS CAN BE MANUFACTURED.



BOSTON:
99 MILK STREET.

CINCINNATI:
165 WALNUT STREET.

SAN FRANCISCO:
309 & 311 FRONT STREET.

United States Bottle Packing Co.,

Sole Manufacturers under U. S. Patents of Indented Paper for

Elastic Wood Fibre Packing for Bottles, Tiles, and all Fragile Goods,

Office and Factory: 15 JAY STREET.

Address all correspondence to
ALVIN H. ROGERS, Manager.

File Ans 1/31/89.

New York, Jany 30th 1889

Gen Howard.
Division Commandr.
Gov Island N.Y.H.

Dear Sir:

Your kind favor received. In reply I offer my sincere thanks But I ask as a special request a written pass giving me the privilege to visit here as I understand it is necessary for me to have such.

Hoping you will kindly favor me with the requirements.

I remain
Very Respectfully Yours
Chas J Houston.

Houston Chas. L.

30

328.

File
No Ans.

27 Grove St.

N E W Y O R K, January 30th 1889.

Dear Sir:-

The regular monthly meeting of the Executive Committee of the American Sabbath Union will be held at 23 Park Row next Monday (Feb. 4th) afternoon at 3' 30 o' clock.

Your presence is earnestly desired.

Respectfully yours,

Leighton Williams

Secy. Ex. Committee.

30

American Sabbath Union

Leighton Williams
Secy

File

no ans

27 Grove St.

N E W Y O R K, January 30th, 1889.

Dear Sir:-

The regular monthly meeting of the Executive Committee of the American Sabbath Union will be held at 23 Park Row next Monday (Feb. 4th) afternoon at 3:30 o'clock.

Your presence is earnestly desired.

Respectfully yours,

Secy. Ex. Committee.

328.

File Ans 2/1/89.

BROOKLYN, N. Y.
58 SULLIVAN, ST.

Jan. 30-89

Genl. O. O. Howard

My Dear Sir:

Can I secure your services for a half-hour address to my Sunday School on the afternoon of Feby. 24th at 2-30?

My work in this part of South Brooklyn is largely missionary, and yet you would have an audience of from three to four hundred.

The children never tire of hearing about the late war, and my "stock in trade" is about exhausted, you will be able to tell them more about Chancellorsville, or Gettysburg,

or Fair Oaks, and draw useful lessons from your experience than I could possibly do from my personal limited knowledge of some of these battles.

Do not under-stand me, as wanting a lecture on the late war, but a good Sabbath-day address to the Sabbath School, and the friends of this great enterprise of the Ch.

My Ch. is located a little way south from Hamilton ferry—

Yours Very Truly
Orrine G. Bowdish

P.S. I hope soon to make your acquaintance at the U.S. Grant Post in this city

B.

30

Bowdish A.C.

File

ans Feb 1st 1889

SOON TO BE TESTED.

The Boynton Bicycle Railway Project; Its Present Status.

The Massive Locomotive Nearly Completed —An Experimental Track Built at Portland—In a Month or Less the Public Is Promised an Exhibition of its Workings.

We copy the following article, on a subject in which the pople of this vicinity, the home of the inventor, are deeply interested from the Portland Press of Tuesday:

There are skilled machinsts who are at work during these short winter days upon the unique and massive machine known as the Boynton bicycle locomotive, which is now more than half completed, at the Portland Company's shop in this city. Yes, it is a curiosity and it is well worth looking at even if one is obliged to go a long way to see it. That such a locomotive is in the process of construction, is now quite generally known, but concerning it the public is, nevertheless, quite ignorant. E. Moody Boynton, of Newburyport, is the inventor, but his idea of what will revolutionize modern railroading, is being materialized at the expense of the Boynton Bicycle Railway Company, of which Mr. Boynton is at the head, of New York city. Scores of people visit the Portland Company's shop every day to get a glimpse of the new machine, and the other day James G. Blaine, Jr., the enthusiastic young machinist, came all the way from Waterville to see it, and was very much interested in examining the odd locomotive. In a month's time, perhaps less, the machine will be ready for trial; already a track about 300 feet long has been constructed on which to experiment with the locomotive. This tract extends from the engine through the yards in westerly direction, and was built by N. S. Heseltine, superintendent of the Portland Company Car shop. Spruce posts, seven inches square, rest on ties 18 feet long. The posts are set 10 feet 8½ inches apart, and between them the locomotive will go.

Resting on the top of the posts and extending over the road bed are spruce timbers of the same dimentions as the posts which are set at proper distances along the line of the road. Fastened underneath the centre of the upper cross-timbers is a rail 6 x 8 inches. Resting on the center of the ties and directlp under the upper wooden rail is fixed and ordinary steel rail and upon this one rail all the weight of the locomotive will be made to rest. From the top of the steel rail to the under part of the upper wooden rail is just feet, the height of the locomotive. The posts are braced and held firmly in place by boards which are nailed in a manner to prevent the structure from spreading or breaking in any way. Of course it is understood that this track is only a temporary one, for it is intended eventually to have the tracks made wholly of iron and steel. The track is curved in one place, a side track some 60 feet long is made in order that the locomotive may be given a trial in going around curves and switching upon side tracks: in short it is proposed to test the invention as it would be tested if in practical use. The locomotive over all is about 45 feet long, the one driving wheel is eight feet in diameter, and the tire is deeply grooved, so that the flanges of the wheel will drop on each side of the rail and thus prevent the machine from running off the track; and under the tender there are two wheels, each four feet in diameter and each grooved like the driving wheel and made to run on the same rail. These small wheels are close together and with the giant driving wheel are the only trucks under the locomotive. To prevent the machine from at once toppling over iron trucks, which are made fast to the top of the boiler directly over the driving wheel, and others directly over the pony wheels on the tender, are made to run on each side of the upper rail. A wheel being on each side of the upper rail prevents the locomotive from swaying the least distance to either side. These wheels are twelve inches in diameter and four inches thick. That is not all. To make it absolutely impossible for the locomotive "to jump the track," another wheel, situated between the two small upper wheels that run on each side of the rail, is made to run on the under side of the upper rail and this prevents the machine from the possibility of being thrown upwards off the lower rail.

"I tell you," said an old machinist to the Press reporter, "it is a great invention."

"Do you think it will ever be in practical operation?" asked the reporter.

"Do I? What's to prevent it? I tell you it is going to do all that is claimed for it. It will revolutionize railroading. Everything has been done to make it practicable; nothing has been omitted that would make it safe for practical use. It is amusing to see people come here and look at it, shake their heads—even laugh outright and declare the folly of the undertaking. It will never work they say, but I say it will. The posts that support the upper rail are made fast to the ties on which the lower rail is laid so that the action of the frost will be the same on both rails. If an axle on the locomotive should break na other damage would result, because an iryn ssfe-guard is arranged close to the rail and when the axle broke the machine could drop but a vers little distance, and then it would slide along on the track until it stopped. So you see everything has been provided, every precaotion taken. The extreme width of the locomotive and cars is 50 inches. They are made in this manner so that a common railroad track bed can be used as a double track for the bicycle train. The smokestack of the locomotive is just under the upper rail, and a shield is arranged in the top of the smokestack in a manner to divide the volume of smoke, sending half on one side of the upper rail and half on the other. The cars will be between 40x50 feet long, and will carry about 100 passengers each. They will be two stories high. The lower story will be divided into compartments like the English cars, and each compartment will be made to accommodate six persons. The lower story of the car will carry 54 persons. The upper story will contain chairs but will not be divided into compartments. We will make one car of wood, but it is intended eventually to make them of steel. The cars will have two two-wheeled trucks under them, and will weigh at most six or seven tons. The Pullman cars weigh from 25 to 50 tons, and a few of them make a load for an ordinary locomotive. Then there is a swaying motion to the ordinary train, and that must be overcome. Light cars, no swaying motion, almost perfect safety, a far greater speed, and less expense are some of the improvements that will be enjoyed in the bicycle train. I had rather ride 100 miles an hour in this bicycle train, when it is completed, than to ride 20 miles per hour in our modern railroad train, so far as safety is concerned."

"Do you consider this locomotive perfect?"

"Oh, no: we are making a more perfect and a smaller one now. The new bicycle locomotive will have an upright boiler instead of a horizontal one; the driving wheel will be but six feet in diameter; it will be but one story high, and the small wheels will go in front instead of after the driving wheel. The cars will be two stories high, however. The first locomotive was designed by E. M Boynton of Newburyport, but the new one was designed by our own draughtsmen. You see the Boynton Bicycle Railway Company is veryconfident the locomotive will prove a success, for they have ordered a second before trying the first one."

Surely if the bicycle train proves to be a success, the present system of railroading must before many years become obsolete. The next generation may live to laugh at the clumsy cars of today, and come to regard travelling at the rate of 200 miles per hour, not so wonderfully fast after all.

The proprietors of St. Paul church, Boston, met Wednesday, and by a tie vote 31 to 31 refused to sell the property on Tremont street.

DECEIVED.

What, married! My Lillian married!
Great heavens, it cannot be so!
And yet here it is in the paper,
And happened a fortnight ago.

A wife! why, 'twas only in August,
That leaving her down by the sea,
She swore by the round moon above us,
She would ever be faithful to me.

And now she is wed to another,
If I my poor eyes can believe;
Oh false! oh most faithless of women!
So cruelly me to deceive!

Of course I meant nothing—was only
Killing time—but I swear 'tis a shame
To think that that innocent maiden
Was all the while doing the same.

—The Cartoon.

Patti in Dublin.

One of the finest public buildings in Dublin is without doubt the new Leinster hall. I chanced to be paying a visit to the city when this splendid concert hall was opened for the first time, and shall not easily forget the excitement created by the event. All the beauty and fashion of the place mustered in brave numbers to do honor to the occasion, and murmurs of enthusiastic approval were heard on all sides when the heavy curtains were thrown back and the fine coup d'œuil of the hall presented. Madame Adelina Patti was the bright particular star of the evening, and appeared for the first time after ten years' absence, to be greeted with an overwhelming cordiality by the faithful Dubliners, who, for the reason that she is of Italian parentage, born on Spanish soil and educated in America, claim her, one and all, as an Irishwoman. Every phrase of her delivery was interrupted with ill suppressed applause, and at the conclusion of her rendering of the mad scene of "Lucia" she was called upon to receive such a hurricane of bravos and hand clapping that the new building might have rocked on its foundation for all I knew. Subsequently the fair songstress paid her audience the compliment of warbling "The Last Rose of Summer," and never were Thomas Moore's touching words more pathetically interpreted to the countrymen who so proudly and lovingly cherish his memory.—Cor. San Francisco Chronicle.

Saved the Czar's Life.

"Brock" McVickar, one of the characters of Chicago, now deceased, once saved the life of Alexander, the late czar of Russia. "Brock" was in Paris, and on the grand fete day was in the street among the throngs of people watching the czar and his magnificent retinue as they passed on their way to the Tuileries.

Suddenly an anarchist or nihilist in the crowd pulled a gun, and, poking the muzzle under the arm of a man in front of him, blazed away at the czar.

"Brock" McVickar was the man in front of the would be assassin. He turned and grabbed him, and, despite his desperate struggles to get away and lose his identity in the crowd, hung on until the officers arrived and hurried the man to prison.

The czar inquired who had stopped the murderous nihilist. He was told that the individual was "Brock" McVickar, of Chicago. He sent for him, and "Brock" brushed up a little and went. The czar thanked "Brock" for the service he had rendered and decorated him with various orders as a reward.

Previous to that McVickar, who had been struck with the beauty of Empress Eugenie, had written a poem in her honor. It was published in a Paris paper. The emperor saw it, and, discovering who the author was, invited him to the Tuileries.—Chicago Cor. New York Herald.

Strategy of the Ants.

A traveler in South Africa tells of a singular combat that he witnessed. He was musing one morning, with his eyes on the ground, when he noticed a caterpillar crawling along at a rapid pace, followed by hundreds of small ants. Being quicker in their movements, the ants would catch up with the caterpillar, and one would mount his back and bite him. Pausing, the caterpillar would turn his head and bite the ant and kill his tormentor. After slaughtering a dozen or more of his persecutors the caterpillar showed signs of fatigue. The ants made a combined attack. Betaking himself to a stalk of grass, the caterpillar climbed up tail first, followed by the ants. As one approached he seized it in his jaws and threw it off the stalk. The ants, seeing that the caterpillar had too strong a position for them to overcome, resorted to strategy. They began sawing through the grass stalk. In a few moments the stalk fell, and hundreds of ants pounced upon the caterpillar. It was killed at once. —Brooklyn Eagle.

Wise and Modest.

Alvo Yusuph, chief judge of Bagdad, was remarkable for the modesty which accompanies wisdom. Once, after a long investigation of the facts of a case, he publicly confessed that his knowledge was not sufficient to enable him to decide it. "Pray," said a pert courtier, "do you expect the caliph to pay you for your ignorance?" "I do not," meekly answered the judge; "the caliph pays me well for what I know; if he were to attempt to pay me for what I do not know the treasures of his empire would not suffice."—San Francisco Argonaut.

A Large Gun.

A tremendously large gun of some 200 tons is being built at the Woolwich arsenal. Its projectile is to weigh two tons, and when it is mounted on some point of the English coast, it is expected to drop into the sea 4,000 pounds of shrapnel every five minutes to a distance of fifteen miles. This will make an invasion more than ever a thing of the future, when the English channel can be swept from the shores nearly all the way to France.

Getting Into a Scrape.

This phrase probably come down to us from the days when England was still full of forests, and the deer running wild in the woods cut sharp gullies between the trees, called "deer scrapes," which it was easier to fall into than to climb out of. Another suggested derivation takes the phrase from the driving of a ball at the game of golf into a rabbit burrow or "scrape."

By the will of the Rev. William Right, vicar of Harbury, England, who left his money to found a female college, it was provided that the women should get up early in the morning, indulge in cold baths and hold "quarterly conversaziones," in which two-thirds of the guests should be single gentlemen.

Dr. Charcot, the great French physician, says that children under 16 cannot have their brains overworked. No forcing, he asserts, will get out of them more cerebral work than the brain will accomplish without fatigue. It is not until the age of 16 or 18 that surmenage becomes possible.

Said a Yorkshire man who had often veered and tacked to suit his own interests, "Why, you may call mine the religion of the wheelbarrow. I goes whichever way they shoves me."

"Mamma," asked Flossie, "did that gentleman say I got my eyes from you?" "Yes, dear." "And did you really use to have four eyes, mamma?"

329.

BOYNTON BICYCLE RAILWAY COMPANY,

No. 32 NASSAU STREET.

(Room 708.)

NOTICE.

New York, January 31, 1889.

To Mr. Genl. O. O. Howard

Sir:

Please take notice, that pursuant to a resolution passed at a meeting of the Board of Directors of the Boynton Bicycle Railway Company, held this day at 32 Nassau Street, New York City, the Annual Meeting of the Stockholders of such Company, for the election of Directors and other officers, and for the transaction of such other business as shall come before such meeting, will be held at the office of the Company in the State of New Jersey, at Taylor's Hotel, Jersey City, N. J., on Friday, February 8, 1889, at 3.30 p. m.

E. M. BOYNTON,
President.

A. K. OWEN,
Secretary.

31

Boynton, Bicycle RR Co

file
ans file 589

OFFICE OF
SMITH & SILLS,
Importers & Wholesale Grocers,
750 & 752 EIGHTH AVENUE,
247 & 249 W. 46th St.

New York City, 7/3/ 1889

The location of Church
is in 43rd St between
7 & 8th Aves. Yours &c

J Waldo Smith

UNITED STATES

POSTAL CARD.

ONE CENT

BUT THE ADDRESS TO BE ON THIS SIDE

G. Howard
Governors Island
City

JAN 15 '89

31-

Box L.B.

File
ans Feb 8th 1889.

you. I am -
Very respectfully.
L. Brewster Col.

Long Beach.
Los Angeles Co.
California.

329

File
Ans 2/8/89.

Long Beach. Calif
Jan. 31st 1889.

Gen. O. O. Howard.
Army Headquarters.
Chicago. Ill.

Dear Sir:

I take the liberty of writing to ask you to kindly give me your advice on the following subject.

I am 25 years of age, of good habits, single, & with a good school education. I am, & always have been, desirous of joining the army, but when of the age where admission to West Point was possible, my parents were opposed to my going.

Now, I am too old to get in through that source. I

know there but two ways for me now to obtain a 2nd Lieut. position.

One, by appointment through influence with the President, which may be possible, in my case, with the incoming administration, & the other, by promotion from the ranks. Do you think it is probable, that if I enlisted here as a common soldier, by hard work, obedience, &c. there would be a good chance of being allowed to try for examination (at the end of two years service), for promotion to a commissioned officers position? I am quite well acquainted with the kind of work expected of a private, & know that it will be anything but unadulterated pleasure for one who has lived most all of his life in an exceptionally pleasant home, but I consider this mode of gaining a commissioned officers position far more honorable, than getting it principally by political influence.

I was a schoolmate of your two sons, John & Chauncey, at Cornwall-on-Hudson, & from what I remember of some of the pleasant talks you had with us boys, I would value any advice, you might kindly give me on this subject, far more than from any other source.

I am thoroughly in love with the service, or I would not think of giving up a pleasant home, for two, or more, years of hard work, to gain the much desired reward. Hoping you will pardon the liberty I [illegible] thus addressing

330.

File Ans 2/13/89.

INCORPORATED JULY 8TH 1887.

THE JOHNSTON & LARIMER DRY GOODS CO.

WHOLESALE

DRY GOODS & NOTIONS.

WICHITA LITH CO KANSAS.

Wichita, Kan. Jan 31st 1889

Maj- Genl. O. O. Howard

Vancouver Barracks Wash. Ter.

Dear Sir:

Thinking, perhaps you would be kind enough to assist me in securing a pension, I take the liberty of addressing you.

I commanded the mounted detachment, Comp. K 1st Ind. Cav. Vols. at your headquarters 11th Army Corps. In July 1863, after the battle of Gettysburg, when we had crossed the Potomac River at Williamsport, (my horse having been killed in the 2nd of July, in the strip of woods on the left of Cemetery Ridge, where I had been ordered by Lt. Col. Meysenburg, taking all Orderlies & Staff Officers' horses with me) I obtained a horse of Lt. Rogers A.A.A. Genl., which ran away with me. I carried the 11th Corps Head-quarters flag and rode in the rear of you & Staff. My horse ran past you some 200 yards into a fence corner, at which time I injured myself

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on the pommel of my saddle, and it has since developed into a double rupture. I have been wearing a double truss for years, and lately my right side has been troubling me very much. I have written to my comrades, who were with me at headquarters and having recd no answer, I suppose they are all dead. I dont know the address of Lt. Col. Asmussen & Lt. Col Meyenburg, and you would confer a great favor if you could inform me. If you can recall the instance of my horse running past you Etc, I will apply for a pension, sending affidavit papers which I trust you will sign. I am not blessed with worldly goods, I have a wife and three children, and am at present employed in a wholesale dry goods house. I have been with the Senior member of the firm (Mr W W Johnston Sr) for 18 years in Indianapolis and Wichita. I am arriving at the years, when every little greatly assists, and for this reason I hope you will kindly help me in the matter.

Hoping that the length of this letter will be overlooked and that I will hear from you at your earliest convience

I Remain
Your Obedient Servant
Henry Pirle

Late Sergt of Comp K.
1st Ind Cav Vols Commanding
Orderlies of 11th Corps Headquarters.
1505 South 5th Ave Wichita Kans.

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Piele Henry.

File

ans Feb 13th 1889