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 Dr. Saebasti, the envious man, clearly answers—which they had to throw away, in conformity with the inimitably dictating “A prophet is everywhere at home, except in his own country and with his own kindred.” I have a hope that it will be received more considerately by those to whom it was not presented directly.

He having addressed the Soldier, to you it goes first, and in obedience, then only do I feel at liberty to offer it to any one else.
"Give unto Caesar what is Caesar!"

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 laurel 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 passage 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 fancies.

I have the honor to sign, very respectfully,

Your obedient servant

Daniel 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 was 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 fatal dart
This stalwart German heart—
Beloved mantle! be you sure and then entwine 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 drags 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, and we plan to return to Mexico soon, perhaps next Thursday the 27th. If you are at home, it will give us great pleasure to call upon you next Saturday afternoon.
must go to Flushing, and on Monday perhaps to Boston.

Could we see you early on Sat. afternoon?

Mrs. E. is not sure if she will be able to accompany me.

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

Faithfully yours,

James F. Eaton.

July 19th 1893.
Washington Barracks, June 19, 1898

My dear [name],

It was characteristic of the kindness of [person] that he should bring the matter to my attention. I have 5000 of [person's] [description] already in hand with an intent to increase the amount. I shall do what I can to put you in the track of a visit.

Very respectfully,

Henry W. Closson

Col. 4th Artillery

N.B. Address

120 E. [street]
CLOSSON HENRY W.

July 19th 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 1-260. 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,

[Signature]

[Note on the bottom of the page: "Filed, July 26, 1903"]
FUNK & VAGHALLS

July 19th 1863.

Dear Sir,

We are now about to take up Part II of the Standard Dictionary, which will

include the words of A and B. I am sending you a copy of Part I which I have been preparing to give you as

mine in reparation for my having been so long in doing it. Let

us have the conversation with which you have included me in your number of

these very difficult words, and also, if you think it expedient, an essay on the art of

rhyme and meter. I have to make a number of

prayers.

If you think this would be interesting to send to your department, may

the important matter of it will with necessity be written as briefly as

possible without it going to waste. I will send it to you as soon

as I can get it written. If you have the desire of your letter, you may write me back at the

convention of all these things. I hope to do so.

Very truly yours,

[Signature]

Yours very truly,
SAFFORD Geo. H.
July 20th 1893.

Washington, D.C.
July 20, 93

Genl. 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. Collocho's request in my behalf. I thoroughly appreciate your cordial recommendation & shall be pleased to present the same to Genl. Steinberg at an early date. With sincere thanks for your prompt compliance. Believe me,

Gratefully yours,

Geo. H. Safford.
Safford CPO H

July 50th 1888

Dear Mr. LGBTQ,

Your letter arrived today. I am pleased to hear that you are doing well and that your work is progressing. I understand that you are interested in continuing your education and are considering opportunities for advancement. It is important to pursue your goals in life.

If you need any assistance or guidance, please do not hesitate to contact me. I am always here to help.

Thank you for your continued support and for being a part of our community.

Best regards,

[Signature]

[Address]
Boston, July 20th 1893.

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.

July 20th 1893.
I was sorry not to have had the opportunity of saying good-bye to Major Huff and thanking him for his help. Be kind enough to tell him I 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 Co. Branch Office 5842 Broadway

New York. We may do the

Same thing for ours.

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

At least joint in my kindest regards to Mrs. Howard, Miss Betty and your son Harry and believe me

Sincerely yours

Mr. T. Roberts Proctor

Should you have anything to tell me know with:

Post Restants Genl Post Office

Ill 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 Gen. W. A. SLEETON, Com'n.
S. K. YOUNG, Sec.

Caldwell, O. July 21, 1893

Genl. O. C. Howard

War Dept.
Washington

For 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
YOUNG S. K.

July 21st 1893.
July 21, 1893

Dear Father,

A gentleman who owns the first nugget of gold found in California desires to sell it for cash. Proper affidavits etc. go with it.

It is an exhibition in the California mining law. It is worth as a "commemorative thing" $30,000 or more. Its intrinsic value (gold) is not more than $50.

Do you know any one who would purchase it? I would be glad to sell it because of a good commission. With love.

[Signature]

John is visiting...
HOWARD JAMES W.

July 21st 1893.

[Handwritten text on the page, possibly a letter or a note, with some portions obscured or faded.]
Mrs. WHITING,

July 21st 1893.
Pass sent July 21st 1893.

Will General A. C. K.
Rudly and Mrs. Whiting
of 266 Hicks Street, Brooklyn
a pass for herself and
friends to visit Governor
Island.
N.Y., July 21, 1893

BULHEIS, JOSEPH
July 31st, 1893

Com. Gen. O. B. Howard
Governors Island

Sir:

You have promised me at the church in Christie St. to see & help get me a certificate of my discharge. Joseph Bulheis

Enlisted July 31, 1867, served 3 years in Company B, Chasse Boy's Guard, Governors Island discharged July 26th, 1870

Please get me one & obediently,

Joseph Bulheis

$257 Broome St.

Joseph Bulheis
Co B, Chasse Boys

N.Y.
July 21, 1893

Gen. C. C. Howard

Dear Sir:

I wrote you sometime since in regard to paying us a visit at Douglas 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 Miller's 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 building in the section - large enough to seat about 400 people. We want to open 2nd or 3rd Sunday in Sept. and desire greatly to have you with us. We hope to have our old friend Rev. W. R. King (a coq of Col. King at first) with us in a part of the day. We also intend to have some great evening addresses following the day services.

Could we not at one of those dates get you to come out and greatly aid me by an address? I know it would help with the soldiers and many Grand Army Men.

Yours truly,

Henry C. Weeks
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, 836

July 21st 1893.
The 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, 1882.]

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. Huben, 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 possible 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 compete 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 be used 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 work 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 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 enactment of prohibitory taxes destroys and vitiated a charter, the exclusive
grant of the privilege of transportation, on the release of such an exclusive use under a condition of the charter, in which it might make the charter unconstitutional. 10

The question of tolls under this plan of free competition property holds 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, as well as the standard rates of charge for roadbed and buildings. The charge for both classes would be limited to correct and punish such abuses.

Among other good effects of the change railroad regulation would be diminished in complexity and made intelligible to all; the railroad manager, instead of being, as he is now, the master of the roadbed and all accidents belonging to the commerce, would be relegated to his proper place, as the agent and employee of the owners of the roadbed, and all accidents attending necessary railroad construction, or the building of two rail roads where one will suffice for the benefit, would be taken away. To the measure 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 train to a railroad and demand passage. The railroad corporation must furnish a public highway in fact as well as in name, and if 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 today, and may be every day, at the time. It is in the public interest that legislation 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, and that has been and is to be more used in the public interest than other private property or the easements of canals and public roads. It is the railroad corporation when necessary to establish an other highway for the public benefit. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest. The legal right of eminent domain may be used to appropriate the right of way and franchises of one public highway for the establishment of another that is better suited to the public interest.
Fort Yates, N. D.
July 21st 1893

Maj. General C. O. Howard!
Fort Snelling 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 1st Sgt. 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 little advantage to myself and employees than in civil life. I am sober and industrious as my several discharges, and recommendations will prove, and would therefore request a position in
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 Sgt. 60th Infantry

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
MUNRO GEORGE,

July 22nd 1893.