

Illustration

The Wilderness Campaign

By JOHN McLEROY.

CHAPTER VII.

On Hancock's Left.

Prisoners taken on the evening of the 5th had revealed that Longstreet had begun to arrive upon the field, and a warning was sent to Hancock to look out carefully for his left, and he proceeded to make dispositions to secure that flank. Barlow's Division was already there, occupying a strong position, with the artillery covering the road by which Longstreet was expected to advance. This road led from the Catharpin to the Brook road at Trigg's. Two accidents occurred to impress Hancock with the necessity of caution and the need of reorganizing his corps, which had been so much disorganized by the very vigor and success of his attack, and showing how much accident has to play in the direction of battles.



THE BATTLE OF MAY 6. LOOKING TOWARD PARKER'S STORE FROM THE LACY HOUSE. (From a sketch made by Forbes at the time.)

A column of troops was seen approaching his left flank, and hurried preparations were made to receive it, which drew some of the regiments out of line. It took some time to discover that the supposed enemy was a body of convalescents, who had been sent up to rejoin their regiments and were being led by mistake into the midst of the Confederates. This mistake was fortunately discovered in time to prevent this disaster, but the mistake consumed much time of priceless worth. Then a terrific firing broke out still farther to the left, which was supposed to be an attack by Longstreet, but was really Sheridan's cavalry with their seven-shooters engaging Stuart's cavalry. The result thus gained was made the most of by the enemy to repair the disorganization inflicted by the terrible blow of the Second Corps. Heth's Divisions had been broken to pieces, and the men streamed back in confusion, past the open field near the Tabb house, where Gen. Lee, sitting among the smoking stumps, saw the demoralization was

tion, but the enemy was becoming aggressive in turn, and Cutler's magnificent brigade was driven back to the open ground around the Lacy house in disorder after having suffered a heavy loss. The Confederates pushed their advance so hard that the headquarters were in some danger, and Gen. Porter gives this account of Grant's unshaken firmness: "Warren's troops were driven back on a portion of his line in front of general headquarters, stragglers were making their way to the rear, the enemy's shells were beginning to fall on the knoll, where Gen. Grant was seated on the stump of a tree, and it looked for awhile as if the tide of battle would sweep over that point of the field. He rose slowly to his feet, and stood for a time watching the scene, and mingling with the smoke of the battle, and the men streamed back in confusion, past the open field near the Tabb house, where Gen. Lee, sitting among the smoking stumps, saw the demoralization was

General, and had commanded a brigade and division with distinguished ability on several fields. It was his division that met the enemy with such firmness on the opening of the battle of Gettysburg. Wadsworth was a man who would not send his men, but would lead them, and he was leading them splendidly when a musket bullet ended his gallant life to the great sorrow of every member of the Army of the Potomac and the grief of the whole country.

Longstreet's Attack.

Longstreet was now prepared to deliver a crushing blow on the left flank, which would be as decisive as Stonewall Jackson's had been on the right at Chancellorsville. On Hancock's left flank an unfinished railroad cut through the embankment of the blow could be delivered, and Longstreet formed four brigades behind it. When they advanced to roll up his left flank Longstreet was to attack vigorously from the plank road. The plan had been worked out by Gen. M. I. Smith, a New York engineer, who had joined the Confederate army and had been prominent in the operations at Vicksburg, where he commanded a division. About 11 o'clock the four brigades, under the lead of Col. Serrell, Longstreet's Adjutant-General, and Col. Leasure, moved forward along the plank road. The battle again broke out in all its fury, with our troops pushed forward in a determined effort to repeat the successes of the morning. These troops not only found the enemy's line strengthened with fresh men and positions in a practically unassailable position.

Well, well! That was spicy stuff after the investigation had dragged along in a very slow and uninteresting way. The imperative duty before this country," declared Mr. Pinchot, "is to get rid of an unfaithful public servant. Those who are in the investigation committee, Pinchot attempted without success to deceive the President, was one of the vigorous and energetic members of the committee. It will find that it will be equally difficult for him to deceive the committee."

And now the committee is in the midst of its work. The committee heard him briefly last week, but his testimony was soon halted in a squabble as to whether he should be allowed to withdraw from the committee. The President to appear before the committee and give his version of the conversation. But no investigating committee would like to summon the President as a witness. Probably he could not be legally summoned to appear there. The committee did not resume its sittings until Tuesday, when the committee heard the testimony of the former Secretary of the Interior, Mr. Forester, and with his cross-examination by the committee.

Secretary Ballinger promises to answer in full the former Forester's testimony when he himself gets upon the stand. The committee will be notified by the way, as the there were no final "I" has been so vigorous in his testimony, it is expected that Secretary Ballinger will be equally vigorous in his testimony.

The cost of living inquiry, authorized by the Senate to be conducted by a special committee, of which Senator Aldrich is chairman, has also had some special developments. A couple of Democrats—Senators Simmons and Clarke, of North Carolina, and Clarke, of Massachusetts, have introduced the bill for collecting information. They wanted investigations into lines which the Republicans thought unnecessary, but they have acquired the plan for collecting information. They wanted investigations into lines which the Republicans thought unnecessary, but they have acquired the plan for collecting information.

There has been several warm tussles in the Senate at last. The committee has agreed upon particular lines of inquiry without specifying the details for doing the work. There is evidently a line of contention between the Republicans and Democrats of the committee before it completes its labors. Senator Lodge wants the former to be the Senate's first adjournment, and if that is done there will undoubtedly be a series of political speeches. The Republicans will be the chief speakers in the case, and the Democrats ditto.

Already numerous speeches have been delivered by Congressmen upon the subject of the tariff, and the Senate and House and before audiences in the States. Senator Lodge himself delivered a pretentious address, in which he asserted that the tariff is a source of revenue, but was a world-wide movement, due in considerable measure to the increased production of gold. His own motion, however, was not adopted. There is also much action in the Senate and House this week, which no other man in the country is watching with as much interest as the President. He has had a long, hard pull to get the legislative machinery into such a show of right motion. The wheels are now actually turning—on measures included in the legislative program.

Just how much or how little that will signify cannot be told or determined until the bill is passed. The bill is now before the Senate, and the House is expected to vote upon the postal savings banks bill Thursday. "Tommy" Carter, as the wise old heads around the north end of the Capitol style the senator from Montana, has the bill in charge, and asseverates that he has votes enough to pass it. That bodes some success for the bill. "Tommy" does not say what kind of a bill it is going to be when it is passed.

The question of the form of the bill is rather essential, but the Republican Senators are not thinking much about that. The President wants the bill passed in the Senate in almost any old form, but he wants it passed. He is worn to a frazzle by the bickerings and delays over that measure. He trusts to good luck to get it whipped into shape before the Senate meets in the conference committee.

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INVESTIGATIONS AND LEGISLATION.

The Ballinger-Pinchot Feud—Why is Living High?—Postal Savings. Railroad Legislation—The President's Speeches.

Investigations and legislation are now very much to the fore. And incidentally the investigations are getting the most prominence. They are really pipping out the investigations. The President is taking away with his legislative program the investigations on Capitol Hill are making things hum. There is the Ballinger-Pinchot investigation with stirring developments. At last they have gotten around to ex-Forester Pinchot's testimony. He opened his mouth on Tuesday, and the committee from the railroad bank and struck hammers and tongs. And before nightfall Secretary Ballinger "came right back" with a counter-argument which breathed fire and defiance.

Mr. Pinchot's own "opening," in which he outlined what he expected to do, was a masterpiece. He called his attorney to make an "opening" for him. He told the committee that Secretary Ballinger had deliberately planned to betray the conservative interests of the country, but had been checked by the public clamor against him. The Secretary was also charged with having misled the President, and Mr. Pinchot expects to show as much before he is thru.

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As an agreement has been reached to bring before the legislative body of March 3 a bill for the purpose of reducing the time paying much attention to the bill, and does not seem to care whether

there is debate and discussion of it or not. That is one of the little ways of the United States Senate. It never breaks a unanimous-consent agreement until the Senate has had a chance to debate for weeks and weeks, as tho they had a bushel of speeches to deliver, but when the proper frame of mind for an agreement for a vote has been reached the interest in speechmaking often ceases out. During the interim a coterie of Senators have been trying to patch up some amendments that would make the bill acceptable to a majority of the Senate. The big trouble, however, is over the disposition of the deposits. Most of the Western Republicans and Democrats want to prevent the funds from getting into Wall Street. If they think they cannot prevent that, some of them will cast an adverse vote. The House is also to have a big wrangle over that very point.

The Railroad Bill.

There is "something doing" with the railroad bill—not as much as the President would like, but something. It is out before the Senate in practically the form that it is now in. It is introduced. The Senate Committee on Interstate Commerce deliberated over the bill for a very long time, but all the amendments that were suggested were suggested by Attorney-General Wickersham. Thus far the Senate leaders have made good their word to the President. They have not yet attempted to get the bill introduced into law as he had it framed, and they believe they have the majority to do that. But it will not be done until there has been a real old twister of a debate.

La Follette and Cummins and Doolittle and Clapp and Bristow and an array of Democrats have been preparing the assault. They are going to do their very best to get the Republicans who stand behind the President's Commerce Court and behind other provisions of the interstate commerce amendments into hot water. They will ring the changes on paragraph after paragraph, and will claim that in numerous places the bill is not in the interest of the railroads. The Senate Commerce Committee has no very good orators among its Republican members, and apparently would have followed amendments into hot water. They will ring the changes on paragraph after paragraph, and will claim that in numerous places the bill is not in the interest of the railroads. The Senate Commerce Committee has no very good orators among its Republican members, and apparently would have followed amendments into hot water. They will ring the changes on paragraph after paragraph, and will claim that in numerous places the bill is not in the interest of the railroads.

While the champions of the bill are handicapped in this wise, many aggressive Senators are on the other side, equipped as able debaters and competent to command the attention of the Senate. Cummins and Clapp, the latter a member of the committee, and other members of the committee who voted against the favorable report, are good wranglers on the floor.

Nevertheless, a step forward has been taken with the bill in getting it before the Senate and in opening the way to its early consideration there. As the Senators are content on a majority whenever they can reach a vote, they do not have to worry much about the oratory end of the proposition. Under the assurances that Senators give him, the President is confident of straightening everything out, however, in the interim before the House is ready to take the bill into consideration. He is also assured that the House will be ready to accept the bill as drawn by President Taft and Attorney-General Wickersham.

The President's Speeches.

The President hammers away on his ideas for legislation and for good administration whenever he has an opportunity to get the public ear. He is making frequent trips out of town to deliver addresses, and these afford him a chance to outline what he is doing and to explain his policy. He has made two trips to New York City this year, and is planning another trip to up-State points when he returns this month from a visit to Canada.

All in all, he has now planned to make more than a dozen addresses between now and July 1 on a variety of subjects, of which certain of the most important are the tariff, the problems with which he is grappling. He sails right into the people who are opposing and criticizing him, even into the newspapers, and generally receives the hearty applause for his efforts. He gave the newspapers a shot when he was over to Newark, N. J., the other day, and he is doing every editorial sanctum in the country to buzzing. He gives the newspapers a warning up very much, anyway, and in all its phases is engaging the attention of the men in congress. They are bound to have politics very much in mind from now on till next November.

There is also much action in the Senate and House this week, which no other man in the country is watching with as much interest as the President. He has had a long, hard pull to get the legislative machinery into such a show of right motion. The wheels are now actually turning—on measures included in the legislative program.



He Came Out of the Roman Incident All Right.

A BIG NAVY.

The Biggest Guns and the Biggest Ships—Credit for our Shipyards. Slow Promotions—Trouble in the Marine Corps.

The word "big" is standing out prominently these days with reference to Navy transactions at the Capitol. The Navy is to have big new ships, the biggest of any in the world. The big new ships are to be armed with big new guns, the biggest in the world. And while it is yet too early to talk about the United States having the biggest navy in the world, it is not too early to talk about its having the best constructed ships.

The vying for excellence has taken full possession of the Navy Department and Secretary Meyer. Navy officials have been talking about its having the best constructed ships. The vying for excellence has taken full possession of the Navy Department and Secretary Meyer. Navy officials have been talking about its having the best constructed ships.

Numerous problems affecting the future of the Navy are more or less at issue during this session of Congress. The Navy appropriation bill will be reported in a few days, and will be scrutinized by the House. It is only a question of a few days before the bill will be reported to the House. It is only a question of a few days before the bill will be reported to the House.

The Army enlistments are being kept down to 80,000 men, and Congress has passed a bill to increase the number of officers in the Army for the present, in spite of demands for more men and more officers for the Coast Artillery corps and also for the Hawaiian Islands. But there is no escape from increase in the Navy as long as the new construction program is continued. This is one of the arguments which opponents of the big Navy advance, and which will be advanced with force this year when the Navy bill reaches the stage of debate.

The Navy personnel also brings other personnel problems to the fore as regards the commissioned force. These are the 2,324 officers in the active list of the Navy, of whom 618 are warrant machinists, 371 midshipmen at sea and 665 staff officers. There is also a very large retired list of 76,000 officers, of whom 144 are Rear-Admirals. These retired Rear-Admirals alone cost the Government about \$700,000 a year, as their share pay on the retired list is not far from \$5,000 each.

But the Department is in a plight for methods by which the commissioned force can be reduced. Matters have reached an acute stage, because there is also a big and growing "hump" at the foot of the

United States can build the best warships for less money than European builders can do. The Argentine ships she was authorized in 1905, cost complete the contract for the other to the Camden Shipbuilding Company of New Jersey.

These days of big Navy projects, however, mean a tremendous increase in expense. The 32,000-ton ships which Secretary Meyer has in contemplation are estimated to cost \$18,000,000—three times the cost of an up-to-date warship 15 or 20 years ago. The Indiana, now an obsolete warship, but in her day the crack of the Navy, cost complete for hull, machinery, armor, armament and other equipment, \$5,885,272. She was authorized in 1896, and is of 10,328 tons displacement. The Connecticut, one of the modern ships of the Navy, having 16,000 tons displacement and authorized in 1905, cost complete \$7,911,254. Ships of the Connecticut-Louisiana class were supposed to represent the extreme development of warships in tonnage in contemplation in about five years after those first craft were launched plans are under way for building warships twice their size.

All of which means that before many years pass the United States Navy will be in the other navies of the world. For the Connecticut, the Louisiana, the Kansas and these other ships which make the cruise around the world will have to be placed in reserve when the 32,000-ton ships with 14-inch gun batteries become sufficiently numerous to make squadrons and fleets for our new Navy.

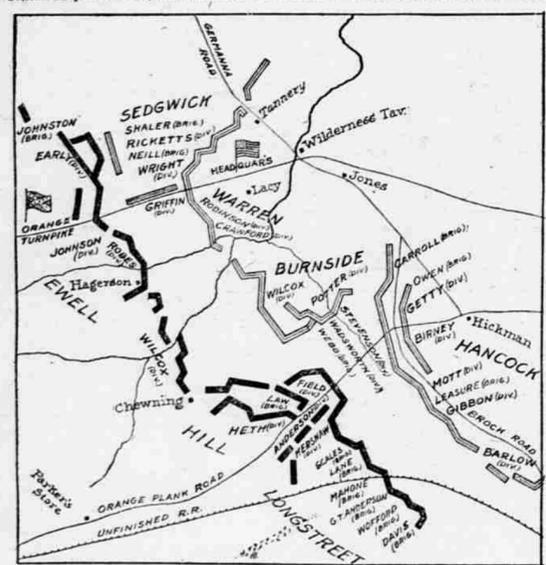
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The possibilities of American shipyards in competition with the shipyards of Europe have recently been illustrated in the award by the Government of the Argentine Republic of a contract for two 28,000-ton ships. After a very keen competition the contract was awarded to the Fore River Shipbuilding Company, of Quincy, Mass., whose President is Francis E. Bowles, at one time a Naval Constructor and Chief of the Navy Bureau of Construction and Repair. The contract thus won from the British and German yards means a deal for the prestige of American yards, and apparently demonstrates that the



such that Gen. Lee explained to a brigade commander: "My God, Gen. McGowan, is this splendid brigade of yours running like a flock of geese?" McGowan replied that his men were only rushing back to get a good place to reform, and were not whipped. On the farther of these bluffs the configuration of the Wilderness they did not have to go far. Wherever a run makes its way thru the Wilderness it is likely to have the tangled valley which it flows filled with a tangle of brush, briars and grapevines, with bluffs on either side which make natural fortifications. On the farther of these bluffs Lee rapidly reformed his men, and brought up fresh troops from Longstreet, while our men formed on the nearer bluff, with the tangled valley between them and their foe. Standing on these bluffs was like standing on a fortress, with abatis and other obstructions in front, giving the defensive immense advantages. The Confederates were repositioned every time they attempted to cross one of these ravines, and the Federals likewise when they moved thru the entanglements to attack the enemy standing on the natural parapets.

Renewing the Battle. The blood on both sides was now up to the fighting pitch, and while Lee sent orders to hurry up Longstreet's men and all available troops, Grant and Meade sent Stevenson's Division of the Ninth Corps to hurry up Longstreet's division directed to attack, if possible, Longstreet's flanks. Gen. Webb's Brigade of Gibbon's Division was ordered to attack, if possible, Longstreet's flanks. Gen. Webb's Brigade of Gibbon's Division was ordered to attack, if possible, Longstreet's flanks. Gen. Webb's Brigade of Gibbon's Division was ordered to attack, if possible, Longstreet's flanks.



GEN. WADSWORTH. Killed at the Wilderness.

It was going on Gen. Grant and Meade were strengthening Hancock for a renewal of the battle on his flank. Col. Leasure's Brigade, 21st Mass., 109th Pa. and 3d Md., which had been posted on the left under Gen. Gibbon, was now ordered to Gen. Hancock to sweep along his whole front from left to right, holding his own right about 100 yards from the breastworks, and attacking any enemy it should find. Hancock reports that Col. Leasure executed this order with "spirit and success." Deploying his brigade at right angles to our line of battle, he traversed the entire front of Mott's and Birney's Divisions, crossing the Orange plank road in his march, encountering as he proceeded what he supposed to be a brigade of the enemy, which fell back in disorder without engaging him." After this

(Continued on page six.)