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THE DAILY REPUBLICAN

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THE SONG OF THE PRINTER.

Pick and click
Goes the type in the stick,
As the printer stands at his case;
His eyes glance quick, and his fingers pick
The type at a rapid pace;
And one by one as the letters go,
Words are piled up steady and slow—
Steady and slow,
But still they grow,
And words of fire they soon will glow;
Wonderful words, that without a sound
Traverse the earth to its utmost bound;
Words that shall make
The tyrant quake,
And the fetters of the oppress'd shall break;
Words that can crumble an army's might,
Or treble its strength in a righteous fight.
Yet the type they look but leaden and dumb,
As he puts them in place with finger and thumb;
But the printer smiles,
And his work he guiles
By chanting a song as the letters he piles,
With pick and click,
Like the world's chronometer, tick! tick! tick!

O, where is the man with such simple tools
Can govern the world as I?
With a printing press, an iron stick,
And a little leaden die,
With paper of white, and ink of black,
I support the right, and the wrong attack.

Say, where is he, or who may he be,
That can rival the printer's power?
To no monarchs that live the wall doth he give;
Their sway lasts only an hour;
While the printer still grows, and God only knows
When his might shall cease to tower!

WAR-PLAY.

General Meigs' Description of the Prussian Military Maneuvers at Leignitz.

The following graphic report of the autumn military maneuvers of the German army has just been received by the Secretary from Quartermaster General Meigs, who witnessed the campaign:

BERLIN, Prussia, September 28, 1875.

Hon. W. W. Belknap, Secretary of War, Washington:

GENERAL—After spending a few days in England, I proceeded to Switzerland; thence I came to this city, in order to witness, if possible, the great autumn maneuvers in Silesia.

These were this year to be on a larger scale than ordinary, and those in Silesia were to be carried on under the personal direction and supervision of the Emperor of Germany. I called upon our minister to this country, Hon. J. C. Bancroft Davis, and made known to him my instructions, and my wish to be advised of the exact time and place of the maneuvers, and to be permitted to witness them. He was kind enough to go with me to call upon the Ministers of War and of Foreign Affairs, and upon Field Marshal Count Von Moltke.

I had letters of personal introduction to General Von Kamecke, the Minister of War, and to Count Von Moltke. Both being absent in Silesia, in attendance upon the Emperor, we left our cards and the letters.

The Foreign Minister, Baron Von Bulow, was at home, but being about to set out for Potsdam, could not receive us at that moment.

Mr. Davis wrote notes to the Foreign Minister and to the War Minister the same day, presenting my request and asking advice how to proceed. The next day Baron Von Bulow sent a courteous reply, regretting that he had not been able to place himself at our disposition on the previous day, stating that he could advise nothing better than the course already pursued, direct application to the War Minister, and also saying that he had, in order to aid in procuring speedily the favorable reply which he foresaw, forwarded to the Emperor in Silesia, the papers he had received from Mr. Davis. On the evening of the fourteenth of September the reply to the application reached Mr. Davis from the War ministry. It was to the effect that permission was granted to General Meigs, his aid, Lieutenant Macomb, and his secretary, to attend and witness the maneuvers of the Fifth and Sixth Corps, then in Silesia, under the personal direction of his majesty the Emperor, and those of the Ninth Corps, in Mecklenberg, which would occupy the week of the twentieth to the twenty-fifth of September.

That during the operations, these officers should be considered the guests of the Emperor. The letter further requested that information be telegraphed to Liegnitz as to the time of our arrival at that place, in order that we might be met by an officer and all necessary dispositions made for our accommodation.

Mr. Davis sent the necessary information, and we reached Leignitz about 2 P. M. on the twelfth of September. Major Von Liebermann, on duty with the foreign officers attending the operations, received us at the depot and conducted us to comfortable quarters. This was Wednesday, a day of repose for the troops, during which operations were suspended.

The ordinary programme for the autumn maneuvres occupies a week. Monday, grand review of the troops by the Emperor, if he attends the operations; Tuesday, maneuvers of the main body of the corps against an enemy whose battalions and companies are represented by small bodies of men of the various arms; Wednesday, repose of the troops; Thursday, Friday and Saturday, marches, maneuvers, and battles of the whole of the troops employed. They are divided into nearly equal opposing bodies, kept in ignorance of each other's views and intentions. In this case the preliminary reviews and maneuvers were over, and Wednesday, the day of our arrival, was devoted to repose of the troops who bivouacked on the field of operations. We received lithographical information cards and maps which gave the general scheme of operations for the next day, and the general ideas of the situation, and also the special ideas in relation thereto of the commanders of the two opposing armies, and the orders issued the night before by each, making known the dispositions ordered for the ensuing day, and the positions to be occupied at 9 A. M. by the respective corps, divisions, etc.

At 9 A. M. we met at the rendezvous in the public square a large body of officers German, English, Russian, French, Italian Swedish, Turkish and Egyptian, ordered by their respective governments to attend the operations; we being the only representatives of the armies of the western continent. Carriages conveyed all to a convenient point, where horses were in readiness for their use.

The Emperor, accompanied by the King of Saxony, the hereditary Crown Prince of Germany; the Emperor's brother, Prince Karl of Prussia; Prince Frederick Karl of Prussia, and other princes of the royal family, all holding rank in the army; the Duke of Connaught; the Duke of Coimbra, Archduke Albrecht of Austria; Prince George, brother of the King of Saxony; Prince Hassan of Egypt, and other royal personages and high officers, among whom were the Grand Duke of Mecklenburg, and the Minister of War, General Von Kamecke, and Field Marshal General Von Moltke, arrived on the ground, and mounted his horse about 10 A. M. He proceeded immediately, accompanied by a brilliant staff and visiting officers, among whom were the most distinguished commanders of the German armies in the late wars, to visit the nearest body of troops, who received him with a shout, their method of acknowledging his "Good morning."

The troops were set in motion, and all not in official attendance upon the Emperor chose for themselves, according to their judgment, the most interesting points of view.

This day the general idea was that a large army coming from the southeast, the direction of Schweldnitz, had reached Jauer and pushed its advanced corps on the road toward Goldsburg.

The object of this army was to march north by Liegnitz and lay siege to Geogan. It was designated as the southern army, and its advanced corps were represented by the Sixth corps, 20,000 strong. This was organized into advance guard and main body. These again were divided into divisions and brigades.

Divisions were commanded by lieutenant generals, brigades by major generals, regiments by colonels, companies by hauptmen or captains.

There are now in a corps eight regiments of infantry, of three battalions each; each battalion of four companies, now 108 to 120 strong; five regiments of cavalry of four squadrons each; two regiments of field artillery of eight batteries each, four guns to a battery, or sixty-four guns in all, all "Krupp" steel breech-loading field guns.

The cavalry consisted of hussars, armed with sabres, uhlans with lances, dragoons with carbines and sabres, cuirassiers armed with straight swords and wearing back and breast plates and helmets of steel.

There was a bridge train in charge of a company of pioneers. The pontoons were of metal, not corrugated.

The troops carried the Mauser rifle or carbine, which is a bolt gun, a breech-loader, using the "Berdan" brass cartridge. They saved the discharged cartridge shells, replacing them in the pouch.

To meet and oppose the northern army, the Fifth Corps took the part of the advance guard of an army coming from the direction of Bunzlau, by Haynau, to the northwest, operating on the flank of the southern army and against its advanced guard, the Sixth Corps. Its task was to ascertain the positions and to attack them and compel a retreat across the Katzbach, toward Jauer.

On this day the Fifth Corps pushed its advance across a small brook northwest of the Katzbach, running by Feilendorf, thus occupying a line three miles in advance of the Katzbach. Its object was to cover the flank during the march on Liegnitz of the army supposed to be concentrating on Jauer.

Lines of skirmishers were thrown out by both parties. Cavalry patroled, and artillery was placed in position, but the armies merely felt each other strongly. No serious conflict took place. About 1 P. M., the bugles sounded "cease firing" and the Emperor held a military levee in the saddle. The operations and situations were discussed; the superior officers of both corps were called around him, and heard, with the most profound respect, his words of advice or instruction, of criticism or commendation. The Emperor and his Generals and the foreign officers then returned to Liegnitz, where, at five o'clock, the Emperor gave a dinner to some eighty or 100 persons in the palace of the Princes of Liegnitz, whose family has been long extinct, and whose ancient home is now one of the numerous royal Prussian palaces. We had the honor to attend this dinner and several others during the operations. Here, and afterward in Mecklenburg, the Emperor held a most magnificent and royal court, entertaining daily at dinner, after the field exercises of the day were over, a large party of officers and the principal people of the town in which for the time the headquarters were situated.

The next day—Friday, the seventeenth of September—the southern army, as appeared from the orders published, was ordered to continue its concentration on Jauer, and its advanced guard, the Sixth Corps, was to close in upon that place for support, having in presence of a supposed greater force abandoned its advanced line on the Feilendorf brook, in advance of the Katzbach. This day presented all the operations of an advance against an enemy yielding only slowly, and with strong resistance, to a superior force. The Sixth Corps, without compromising itself, sought to gain time for the main southern army to close up and prepare for a resumption of the offensive. It thus compelled the Fifth Corps to develop its forces; but it steadily retired during the day. There was much firing, but no bayonet charges. About half-past twelve o'clock, the Sixth Corps being all across the Katzbach, the "cease firing" sounded; the critique and levee were held, and the Emperor returned to Leignitz, where, as usual, he entertained a large party—some 300—at dinner in the evening. I had again the honor of being present.

On the eighteenth, Saturday, the Sixth corps, supposed to have received reinforcements, advanced to fight its way across the Katzbach, still having the object of protecting the march of the main southern army upon Lignitz and Glogan. This was the last day, and it was intended to bring on a battle near the ground which has been three times the field of decisive and important battles in German history. Near here, in 1241, the Duke of Silesia, at the head of the Christian chivalry, triumphed over the Mongol Tartar. Here Frederic the Great won a decisive battle against the Austrians, in August, 1760, and here, on the thirtieth day of August, 1813, Blucher gained over the French the victory of Wahlstatt from which he took the title of Prince of Wahlstatt.

The Sixth Corps had built bridges during the night, and in the morning maneuvred to cross the stream. It appeared that the Grand Duke of Mecklenburg-Schwerin, a general distinguished during the war of 1870, had taken command of the Sixth Corps on this final day. He sent a small force from his right to cross at Kroitsch, which was met and strongly resisted by the Northern army, and while a good deal of noise was made in this affair, he crossed his centre and main force further south, turned or outflanked the Northern army, and bringing up his Corps' artillery, placed it on the summit of a low ridge, and poured a crushing fire into his opponent. The artillery, some sixty guns, was massed and advanced by alternate divisions as its fire told on the enemy.

The Fifth Corps was obliged to change front and to form a line in the rear of its first position. This was done with the greatest order and speed, without the least confusion or accident. The wonderful flexibility and strength of the Prussian infantry formation was here conspicuous. The strong skirmish line held the crests of this rolling country. The supports nearest them formed either in lines or in square masses of various size, moved at the word of command to the right or left, forward or to the rear, or obliquely in any direction, deploying quickly or forming close columns again, according to the necessity of the moment, or of the ground. It is impossible to imagine anything more perfectly under control, better fitted to reinforce the line of fire, or to move with it in advance or retreat, or to move to the new position required by the change of front.

The attack advanced rapidly, but finally found the whole force of the Fifth Corps drawn across its line of advance. Both parties brought up their supports and their reserves and stood opposed, the hills covered with the redoubled lines of 40,000 men, with cavalry and artillery in position. The Sixth Corps advanced to the attack after a furious fire of musketry and artillery, and there were charges of infantry all along the line. The Fifth Corps met them, and when the lines were within seventy or eighty yards the movement was arrested by the respective officers throwing themselves in between the men to prevent actual collision in the excitement of the moment. The bugles sounded, the lines were reformed, and the men rested on their arms. The levee and critique followed, and all returned to Leignitz to take the train at forty-five minutes past four o'clock for Berlin.

In these operations all the movements of actual war were represented; all the sounds and sights, except actual wounds and death. Nothing can better present the eye of soldier and officer what he is to see and experience in actual conflict than these operations, through which every soldier goes three times in the course of his military training, while every officer goes through them once a year. They are practiced in every division and corps in the fall. The recruits join after the men who have served three years are discharged. The discharges take place immediately after the maneuvres are completed. The recruits join about a month later. The recruits are all men who reached the age of twenty on or before the first of January last. Thus the rank and file of the German army consists of men between twenty and twenty-three years of age. In case of necessity, the reserves are called out to fill up the ranks, and in a great national war, the old soldiers who have placed on the rolls of the landwehr, and even of the landsturm, may be brought out for any service for which they are fit. Every German in enrolled and assigned to his proper regiment and corps.

All the railroad cars are marked with their proper load of men, horses, or stores. The whole country appears to be organized and enrolled so as to secure the most rapid mobilization of all its forces. It was this perfect organization which enabled it to throw into France an overwhelming force before the French armies could be collected and organized to resist the attack. The reverses first experienced by the French they could never recover from, and the Germans never lost the advantage thus gained by early action. The war was a triumph of science and care in preparation. In material of war there was no deficiency in France. It has been shown by an investigation, ordered by the Assembly, that the statements made to it in the beginning of the contest, as to the quantity of material in the arsenals, were correct; that France had ready to issue, when she declared war, 10,000 field pieces and 3,500,000 muskets and carbines.

Yet, from the defective system, she failed to get these into the hands of her troops, and was obliged in the course of the struggle to purchase and manufacture largely.

On the evening of the nineteenth we took the train for Rastock, in Mecklenburg, to attend the corps maneuvers of the Ninth Army Corps.

These occupied a week. On Monday a grand review of the corps, 20,000 infantry, cavalry and artillery. On Tuesday a severe rainstorm prevented any operations, and the troops, who had been early set in motion, were recalled from the field. There was the usual brilliant entertainment in the evening, a dinner given to the officers and principal citizens by the Emperor.

On Wednesday the Emperor reviewed, for the first time, a German fleet. Great attention has for the past year been paid to the creation of a fleet worthy the high place now occupied by the German empire in the world, and sufficient to protect the extended commerce of Germany, whose merchants, by their enterprise, economy, and good management, are crowding out, in some of the great commercial centres, those of other nations. The Emperor speaks modestly of the squadron we saw this day as a commencement. But the four great iron-clad frigates, armed with large steel, breech-loading guns, from Krupp's German foundry, are a force which would prove a formidable opponent to any navy.

I was invited to embark on the Emperor's yacht, the Grille, and to accompany him in his visit to the fleet, which was anchored off the mouth of the Warnow, in the Baltic sea.

The four iron clads formed one line, and several smaller vessels another, at a right angle therewith. Most of these were sailing vessels, used as training or school ships; one was a swift dispatch steamer. The Grille approached the rearmost ship of the iron-clad squadron, the Kaiser, which was boarded and inspected.

Re-embarking on the Grille, the Hansa and the Crown Prince were passed, and the flagship, the Koenig Wilhelm, was boarded. After the usual salutes from the vessels, steam was got up and the ironclads proceeded to sea. The dispatch steamer was sent out to represent the flagship of an enemy approaching from the northeast. The squadron sailed in line ahead, formed at the signal line oblique; then what is styled the normal formation line in double eschelon; then line abreast, and afterward line ahead again, and chased the enemy, firing bow guns in chase. Later, line abreast was formed and the battle continued. All this, under steam, was carried out with the most perfect order and regularity. The positions were quickly gained at the signal, and so steadily maintained that, when looking at the ships from the flagship, no relative motion could be observed; they preserved position as though at anchor. The ships appeared to be in admirable order, well manned, and officered by men of experience and skill. Most of the officers appeared to speak English, and thus to be prepared to gain information from the great commercial and naval nation of the globe. The fleet was, after firing ceased, directed toward the anchorage, and went through the exercises of making and furling sail with great speed and precision.

The Emperor was pleased with what he saw on this first review of the German fleet, and has since testified his satisfaction by advancing the minister of marine, General Stosch, to the grade of admiral.

The Emperor spoke with me of his efforts and anxiety to create a fleet worthy of the Fatherland, of which this was a beginning. Certainly a good beginning. We have nothing which could resist this iron-clad squadron. All the ships are new, and each represented, when launched, the last advance in naval architecture of England, for all were built in Great Britain. The Konig Wilhelm was built for the Turkish government, but, there being some question about payment, was, when finished, sold to Germany.

The next three days were occupied in the movements of the Ninth Corps. On Thursday the main body of the corps maneuvered against an enemy represented by small bodies detached for this purpose; a dozen men with a flag representing a battalion, etc. An enemy was supposed to have landed on the coast northwest of Rostock some fourteen miles to have seized that port and fortress, and to be endeavoring to advance to the south. The Ninth Corps coming from the southeast of Rostock was to attack and drive them back, and compel such as were not captured to re-embark. The first day's operations drove the enemy's advance back toward Rostock. On the Friday and Saturday the two divisions of the corps, each 10,000 strong, represented the two opposing armies. Battles were fought on both days, resulting in driving the enemy toward his ships. The troops are well trained; they are all young and active men. I saw no stragglers; the weather was not oppressive, and if men fell out of the ranks, as has been stated by the press of other operations, from exhaustion, the arrangements for disposing of them were so good that they did not fall under my observation while riding all over the field between the two armies for two weeks.

The line of battle consists of a strong skirmish line, which is frequently intrenched on the summit of the ridges with which this open country abounds. This line is kept a little retired, so that the natural ground protects in part the soldier lying down. A little earth thrown up in a few minutes completes the necessary protection. His breech-loader rests upon this earth mound, and is loaded without change of position. The supports are far enough back to be out of shot, near enough to feed promptly the skirmish lines, or rather line of fire. Reserves or main supports are a few hundred yards further in the rear, all within call of the commander in front. The main reserves of the army are still farther to the rear, so posted as to be safe from injury, and to be conveniently and quickly directed upon any point needing greater strength. With an open slope before this line extending for a thousand yards, it seems to be proof against all direct assault.

Any attacking line of infantry would wither under the fire of the breechloaders. An attack of cavalry would be thrown into confusion by a few volleys from the supports brought to the crest of the ridge at the moment of approach. A striking example of this was seen at Liegnitz, when a regiment of cavalry charged what appeared to them to be a thin line of skirmishers, but was greeted by a heavy volley from a strong body of infantry, which had been hidden behind a crest occupied by the skirmishers. No one, I think, who saw the volley of blank cartridges delivered, failed to be convinced that had the charge been a real attack, and the rifles shotted, the cavalry would have been thrown into confusion.

The artillery, I judged, went into action at ranges of 1600 to 1800 yards. I measured some of the ranges with Boulange's extremely portable telemeter. The readings were consistent, generally agreeing with the limits of the length of front occupied by the firing guns, so that I believe this instrument—simple and cheap—will be a valuable addition to those carried into action. I may mention here that the inventor has lately applied the instrument to the musket itself, inserting a small one in the stock, near the butt plate, so that it is always ready for use, and enables the rifleman, if he can note one shot from his enemy, to set the elevating sight to the correct range. It determines the range to within twenty-five yards. As the rifle is effective to over 1200 yards, this determination at long ranges will give the men much increased confidence, and can not fail to increase the effect of their fire. The instrument is intended to be inserted in the rifles of the sergeants, or other non-commissioned officers. It costs about $1; rather less—four and a half francs.

The movements and operations of these two days presented a lively image of the actual contest between two armies of 10,000 men each. On the last day the invaders were, as at Leignitz, outflanked, and compelled to form a new line nearly at right angles with that first occupied. The facility, speed and order of the movements were as striking here as there. Intrenched lines were abandoned without hesitation, troops were put in motion without change of formation, without deployment, unless peculiarity of the ground required it. The new line was speedily formed, in time to arrest the rapidly advancing attack.

The assailants were compelled to bring up all their reserves. The hills were covered with the concentrated forces of both armies, and with almost every man in sight of the Emperor, the battle and the operations for the year closed with charges and countercharges across a gently sloping valley; charges which in the course actual battle could not, I think, have failed to meet repulse with terrible slaughter.

Beside the daily dinner given by the Emperor, a ball was given to him on one evening at Heiligen Damm, a watering place on the coast, a few miles from the headquarters, then at Doberan, and the festivities closed by a dejeuner-dinner, given to his majesty on the last day, Saturday, by the Grand Duke of Mecklenburg, whose family have ruled the duchy or province of Mecklenburg, it is said, since before the inhabitants were converted from paganism. At 8 P. M., most of the officers assembled to attend the great school of war took the train for Berlin, and dispersed to their respective homes. I have greatly enjoyed the opportunity to meet and make acquaintance with many officers of various European armies. We have received the most cordial welcome and hospitality from the government, and from the officers of the German empire, and I hope that you will find it proper to make known, through the State department, to the emperor, your sense of the kindness and courtesy thus received by us as representatives of the army of our republic.

The German infantry appears to me excellent—well drilled and disciplined; they march well in review, and hold out well on the road. These operations required as active movement as a real campaign. The Ninth Corps was in active employment for a week.

The formation is of wonderful strength and flexibility. The artillery is well appointed; the guns are Krupp's steel breech-loaders; each is drawn by six horses. The battery is, in time of peace, of four guns only. The cavalry is well mounted; the men well seated in their saddles. I saw but two empty saddles in the movement of, altogether, some 15,000 cavalry. These were in the review of the Ninth Corps, when the attempt to pass at the trot was arrested by the raising of such a cloud of dust as to entirely conceal the whole body of cavalry, entirely enveloping them in such impenetrable darkness that one platoon could not see that in its front. For a few moments, till the orders could be made known through the darkness, there was great danger of some disaster, as of two divisions riding into each other, or even of losing direction and riding down the Emperor or his staff.

The charges made by the cavalry against infantry seemed all to be repulsed with ease. Though there were several regiments of mounted men armed with carbines, I saw none placed in position to fight dismounted. The country, both in Silesia and in Mecklenburg, was quite open, not fenced; cavalry and infantry and artillery could go anywhere; the greatest obstruction to overcome being the numerous ditches. To pass these, when too deep or abrupt for the artillery, the short spades carried by the pioneer companies—in leather pouches at their backs—were called into play. These were also used in intrenching. The trowel-bayonet has been tried but not adopted by the German engineers. The open country, though not entirely devoid of forests, affords extensive views, so that the greater part of the field of battle could always be seen by the commanders. It affords, also, positions for artillery at long ranges.

As to the effect of artillery upon the line of infantry, I think that at extreme ranges it would be small; that at shorter ranges the breech-loaders would disable the guns by killing men and horses, and that it is only when the guns succeed in getting on the flanks, so as to enfilade the line, that they would produce any great effect upon veteran infantry. Upon cavalry and artillery, exposed, their fire would be very destructive. The cavalry, it appears to me would be most useful in exploring and gathering information, but I could not see that its effect upon the operations I witnessed was decided at any point. One charge of a body of cavalry upon the flank of another, I saw, which seemed to be effective, but a regiment of cavalry is seldom caught in flagrante delictu and overwhelmed before it can form to receive the charge, unless it is itself, at the moment in the act of charging some other troops.

There can be no doubt of the great value to every officer who witnesses them of the lessons taught by the sight of these great maneuvers. Our small army is too dispersed to make them possible at home. They are practiced yearly in every European army. In Britain in August; on the continent generally in September; and if a detail of our officers were made yearly to visit and be present at the maneuvers of each of the great armies of Europe, the knowledge gained would be of great value to our country. Had we had 100 officers in America who had each attended one of these annual exercises they could not have failed to exert a most important influence upon the operations of our troops.

As it appears that foreign officers accompanying the troops, who are maneuvered under the eye of the Emperor of Germany, are treated as his guests, it would not be proper to ask permission for many to attend these. But the maneuvers take place in every army corps in the province within which it is stationed. The field is open; hundreds of citizens and civilians on foot, on horseback, and in carriages, were daily on the field, and some officers could be ordered to attend the maneuvers of one corps, some of another. The times could be ascertained by inquiry through the State Department and our foreign ministers. An absence of six to eight weeks from America only would be necessary for each officer, and the cost would be insignificant in comparison with the knowledge and experience gained for our national defense.

I remain here for sometime to study in detail the organization of the German army, and I rest. Most respectfully, your obedient servant,

M. C. MEIGS,
Quartermaster General Brevet Major General, on special service.

A railroad engineer in Maine was recently seated on his locomotive, which was going at full speed when the clergyman made the coupling.

AS THE DAYS GO ON.

BY MRS. AGNES HASKELL.

What are you sowing, pilgrim,
As the days go on?
Are they seeds of thorns or roses,
That shall spring to crowns or crosses,
As the days go on!

What are you reaping, pilgrim,
As the days go on?
Are they precious sheaves you gather,
Or the worthless stubble, rather,
As the days go on?

What is your burden, pilgrim,
As the days go on?
Is it envy's blackened chalice
Filled with selfishness and malice,
As the days go on?

Leave your path shining, pilgrim,
As the days go on;
Giving smiles for others' gladness,
Giving tears for others' sadness,
As the days go on.

Is the cross heavy, pilgrim,
As the days go on?
Faith and hope will make it lighter,
Love will make your crown the brighter,
When the days are gone!

Lift your eyes, weary pilgrim,
As the days go on;
Earth is but a little clearing,
And the heaven land is nearing—
Nearing is the dawn!

—Vox Populi.

Naval Glory.

The historic flagship Hartford, which, under Captain Harmony, has just returned from a long and eventful cruise around the world, brought home a number of "curios," gathered in Japan, China, the East Indies and Africa, and among them some of exciting interest pertaining to a vessel that has its name permanently registered in the history of the American navy. Small though they be, worn and wasted by the action of the elements, they represent all that is known to be left of the famous frigate Philadelphia, which, after various eventful and unpleasant experiences, finally laid away her charred skeleton in the hostile waters of the Bay of Tripoli. A rusty looking, weather-beaten knee of this historic craft, and a few corroded bolts and spikes, gathered by the Hartford's officers on their recent visit to Tripoli, and neatly boxed and directed to the Navy Department, compose all the relics of that noted ship. They bring to mind her history, which was a strange one. The scenes in which the old Philadelphia played an important part were those that developed the heroes of the future war with Great Britain. It was in Tripoli that the Prebles, Decaturs, Hulls, Bainbridges, McDonoughs, Somers, Stewarts, and other gallant officers, displayed their daring gallantry and skill that gave to the American navy a world-wide reputation, and established its position in the hearts of our people.

It will be remembered that the Philadelphia frigate, thirty-eight guns, under the command of Captain Bainbridge, while pursuing a large Tripolitan vessel, ran on a reef of rocks off Tripoli, Monday, October 31, 1803. Her consort, the Enterprise, was absent on a cruise up the Mediterranean, and the Philadelphia was alone on her blockading station. The frigate, in striking the rocks under a press of sail, ran well up and became fixed. Captain Bainbridge, his officers and crew, did all in their power to extricate her from her dangerous position. Guns, anchors, chains and such heavy articles as could be got at, were thrown overboard, the foremast was cut away, the water butts started and the water pumped out, but all in vain. The ship was immovable. Meanwhile a fleet of nine Tripolitan gunboats had come out and opened fire upon the unfortunate ship, to which she had no guns that could be brought to bear to respond, as she had heeled over to port.

Night was approaching, the weather was threatening, and additional gunboats were coming out to aid in a final attack, when, upon consultation with his officers, the imperious duty of hauling down the flag was left to Captain Bainbridge. Before this was done the magazines were flooded, holes were bored in the ship's bottom, pumps were choked, and everything was done that was thought would make sure the final loss of the vessel. At five o'clock the flag was hauled down, and soon thereafter the Corsair gunboats came alongside and the barbarians swarmed over the Philadelphia's bulwarks and through the ship. There was no difference between officers and men; all plundered their victims without the slightest mercy.

Officers were stripped to the skin, in many cases, and Captain Bainbridge had his cravat torn from his neck, besides being stripped of his epaulettes, buttons and money. The Americans were taken to Tripoli that night, paraded before the Bashaw, and finally consigned to a building once occupied by the United States consul, where they passed a long and unhappy captivity. Favored by good weather, and aided by a large force of gunboats and men, the Tripolitans, after a few days labor, got the frigate into deep water, repaired her, manned and mounted her guns, regained her anchors and chains and other heavy articles, and towed her into the bay, anchoring her about half a mile off the Bashaw's castle. There she was being fitted out for a cruise, when Commodore Preble, commanding the frigate Constitution and squadron, learned of her loss. A Moorish ketch of about fifty tons had been captured by Lieutenant Stephen Decatur, in the schooner Enterprise, and Commodore Preble at once determined to make use of the prize to destroy the Philadelphia.

Decatur asked and received command of a volunteer party, and in company with the brig Siren, Lieutenant Charles Stewart, afterwards "Old Ironsides," started from Syracuse, the headquarters of the squadron, for Tripoli. On the sixth of February they arrived off the port, but were driven away by a gale and did not return until February 16, the officers and men of the ketch, now called the Intrepid, living on an allowance of bread and water. On the evening of the sixteenth of February, 1804, the Intrepid sailed leisurely into the harbor of Tripoli. Decatur's lieutenants were Lawrence, afterward killed on the Chesapeake, and Bainbridge. Thomas McDonough was one of the midshipmen. Her crew consisted of a pilot and sixty-two petty officers and seamen, and all souls numbered seventy-four. Under the bright rays of the moon, with a fair breeze and smooth sea, the Intrepid moved silently toward the Philadelphia. All but twelve men were hidden about the deck out of view. When hailed from the Philadelphia the pilot responded that she was a vessel from Morocco, disabled by the gale, without anchors, and desired to tie to the Philadelphia's chains.

Unsuspicious of the craft, the Musselmen sent a boat to help in towing the Intrepid to the proper point, and in a moment she was lashed fast, and Decatur, Morris, Lawrence, Bainbridge and other equally gallant men were soon streaming over the Philadelphia's sides on the enemy's deck. The surprise was complete. After a sharp encounter the spar deck was cleared and the fighting had become severe on the main deck. The barbarians fought well, but were forced at every point, many being killed or seriously wounded, the balance taking to the water. The firing parties at once rushed to their stations in the lower part of the ship, and so effective were the preparations that the party from the lower hold had barely time to reach the deck before the flames burst from the ship's ports.

Decatur and his men were not on board more than twenty minutes, but they had done their work in the most dashing manner, and before the enemy had recovered from their amazement, the Intreped was standing out in the bay, under all sail, aided by powerful sweeps. Although the shore batteries and the enemy's gunboats opened a terrific fire upon the escaping craft, no one was injured, and by the time the Intrepid was out of the harbor, and Decatur was on the Siren to report to Stewart his brilliant success, the old Philadelphia was a mass of flames, and her broadside guns, heated by the flames, were firing into the town. Soon after the masts fell, the magazine exploded, and nothing but the charred remains were left of the frigate. Thus ended the most brilliant exploit in our naval annals. Subsequently an anchor and chain belonging to the ill-starred craft were picked up by an American man-of-war, but nothing else was ever found, save fragments of her timbers. This piece, that the Hartford brings home, is the last sad relic of the historic ship, and will be carefully cherished up in the Navy Department at Washington, to recall the splendid deeds of heroism of the officers of our navy in its young but brilliant days.—*Washington Chronicle.*

ADDRESS TO THE PUBLIC

BY THE

LOUISIANA LEVEE COMPANY.

OFFICE LOUISIANA LEVEE COMPANY,
No. 23 Carondelet street,
New Orleans, November 13, 1875.

To the Public:

The undersigned, president of the Louisiana Levee Company, in behalf of the directors and stockholders of said company, deems it his duty to the public and the stockholders to publish the following statements in correction and refutation of the persistent misstatements and false accusations made regarding us and our motives and actions through the press of New Orleans.

The parties, not ourselves, who formed the Levee Company, and originally contracted with the State of Louisiana for the building and maintenance of levees, in February, 1871, found themselves wholly unable to comply with their contract for want of capital. The State had previously issued more than $8,000,000 of bonds for levee construction purposes, under boards of commissioners, which bonds were much depreciated in value in the market, and the State was powerless to raise further means for continuing the work of levee maintenance. She had no money, and could no longer get the work done on credit. The levees were broken and gone in very many places, and unless something were done, the whole alluvial portion of the State was certain to be inundated during the next floods of the river.

The State could not build the levees, and the new Levee Company, as then constituted, was equally powerless to proceed with the work it had undertaken. Such was the situation in November, 1871.

At this juncture a few gentlemen, including among their number several bank presidents, large landed proprietors and capitalists, all resident citizens of long standing, who thought they would thereby render the State good service, joined together in the emergency, and concluded to invest a portion of their funds, and undertake to do what neither the State, the new Levee Company, nor the riparian proprietors could do.

They acquired, as the only means of operation and of having the levees built (for the only possible instrumentality then was the newly formed Levee Company), the franchises and contract of said company. They then jointly contributed and paid in upward of $400,000 in cash, for a capital, in December, 1871, and commenced to rebuild such levees as the State, through its commission of engineers, designated as most necessary, and ordered for construction. They built every levee so ordered, and complied with all the requirements of their contract stipulations as designated to them by the State as the proprietor of the levees, through her officials.

By the use of their whole capital, and straining their credit, they succeeded in building upward of 100 levees completely, with many others at the same time under process of construction, before receiving one dollar of compensation therefor from the State.

To October, 1872, they built levees amounting in the aggregate to 2,557,751 cubic yards, for which $1,534,656 60 was due, and on account of which only $292,000 had been paid to them by the State. The Levee Company has paid to its sub-contractors, on an average, from first to last, nearly thirty-five cents per cubic yard on a cash basis, besides defraying all of its incidental and other necessary expenses. The company's loss, in interest alone on the unpaid balances past due by the State, for work actually performed, say on about $1,500,000 at ten per cent for three and a half years, amounts to $525,000. The balance due the Levee Company on the first of November, 1875, after deducting all receipts from both the construction and repair funds, was over one and a half millions of dollars.

We have built 5,617,553 cubic yards of levees in all, and the amount charged to the State for construction and repairs is $3,266,347. It is said that the Levee Company is making large profits on its contract. If so, how is it that stock, the face value of which is fifteen dollars per share—(on which no cash dividends have ever been paid)—is now selling at prices varying from only two dollars to three dollars per share?

The facts are that the entire amount received from the State so far, $1,754,290, has been expended in levee construction and disbursements connected therewith. In addition to the amounts received from the State we have advanced and expended out of our own means, obtained from other sources, $780,000, or about one-third of the cost of the levees built up to this time, for which we have received little else than abuse, coming from anonymous writers to the public, and which abuse was dictated, in some cases, by those whose venality had been disappointed by our refusal to submit to the exactions of "black mail," and, in other cases, emanating from the vindictive feelings of discharged employes.

How many business men in New Orleans, or anywhere else, would be willing to contract to build levees for the State of Louisiana at fifty cents per cubic yard, and wait a year or more to be reimbursed, without interest, after paying an average of thirty-five cents per cubic yard in cash, or its equivalent, to sub-contractors, interest on all loans, and other incidental expenses in addition? They would find the actual cost per cubic yard for levees at least forty cents, all expenses included.

Our company has complied with and kept its contract obligations faithfully from first to last, but the State from the very first has been and is still in default. The absurd impression prevails, even with those who should know better, that, for some unexplained reason, the Levee Company should build all the levees needed in Louisiana of its own volition without orders and without compensation. For the amount of the balance due us we have rendered a full equivalent in work done, and yet we are denounced as seeking to rob the State for asking to be paid in depreciated State bonds the amount due us in cash as per contract.

Large sums, in bonds and warrants, issued for no consideration whatever as far as the public are informed, and even tainted with fraud from their first inception, have been funded, but our just claim is sought to be repudiated, and we ourselves held up for public execration for presuming to ask to be paid in bonds, instead of cash, for what is due us. By act No. 4 of 1871 it was provided that the "State of Louisiana contracts and agrees with the Louisiana Levee Company in terms as follows: That the Auditor of Public Accounts shall be required to pay the Louisiana Levee Company at the rate of fifty cents per cubic yard for all levees constructed by said company after the first day of October, 1873," and for "all levees constructed by said company before the first day of October, 1873, * * at the rate of sixty cents per cubic yard, as the existing contracts and laws provide." We seek but to obtain from the State the fulfillment of its contract stipulations.

It is said that the Levee Company has not the means to maintain the levee system, and, therefore, that its contract should be broken. The truth is that if the State were in a condition to pay cash for all work done, our company could build any number of millions of yards annually for less than the present contract price. It is the State and not our company that is without the means to maintain the levee system. Our company is anxious that the United States should assume charge of levee construction and maintenance throughout the whole length of the Mississippi river, and is willing to yield all of its rights and privileges, so far as necessary to secure that end, to the general government, if required to do so.

We entirely approve of the clause in the levee bill of the last Congress, which reads as follows:

"That the Secretary of War shall, after public advertisement, under the supervision of the said chief of engineers, let all work to be done by virtue of this act and under this appropriation, to the lowest responsible bidder or bidders, and in no event shall the sum herein appropriated, or any part thereof, be applied to the payment of debts incurred by the local levee authorities, or to any other work than such as may be contracted for and constructed under the supervision of said chief of engineers."

We have no interests which are antagonistic to those of our fellow citizens of Louisiana in this or any other respect. We claim that we have conferred a great benefit upon the public by maintaining the levees of Louisiana, so far as it was possible with the means available to maintain them, and so far as the State, the proprietor, has required them to be built and maintained during the past five years, which, as is now evident, was much beyond the State's ability promptly to pay for.

We have in all respects faithfully complied with the terms of our contract, and performed much more than of right we could or should have been required to do as such contractor, and we claim that in no particular have we deservedly forfeited the confidence and esteem of the public. It has become the fashion to abuse the Levee Company; to villify, misrepresent and slander it without right, cause or reason; popular clamor and prejudice seem to demand it, but, so far as we know, every investigation of its affairs has failed to justify or furnish any grounds for such abuse.

Certain it is that, until the general government comes to the relief of Louisiana, no other method so economical to the taxpayer for securing even the partial protection which alone the State can provide can be devised. If the public think otherwise, we are willing to withdraw as soon as the indebtedness of the State to us for work done is liquidated.

I would now respectfully call public attention to the following resolution, unanimously adopted by the board of directors at their regular monthly meeting, held November 9, 1875, as an expression of the views and purposes of this company:

"WHEREAS, The Louisiana Levee Company is unable to build all the levees of the State out of the taxes assessed and collected for that purpose, more particularly as large amounts have been deducted from said collection to meet the current wants of the State and as commissions to assessors and tax collectors, under a construction of the law deemed by us erroneous, and even in direct conflict with the act incorporating this company; and

"Whereas, It is the desire of this board that the United States government shall take entire charge and control of all the levees of the State; be it, therefore,

"*Resolved*, That this board will use all its influence to induce the general government to assume control of all the levees of the State of Louisiana, and in case such action is taken by Congress, the Louisiana Levee Company will surrender all the rights, titles and franchises conferred upon it by the act incorporating said company; provided that the State of Louisiana makes a just and equitable settlement of the sums due said company at that date for repairs upon and construction of levees as per contract."

JOHN HENDERSON,
President Louisiana Levee Company.

The Spanish Army.

The Spanish correspondent of the London *Standard*, writing from Santander, says much exaggeration has been going on of late as regards the numbers of the Spanish army, and it may be of some interest to military men out of Spain to know the real figures of the forces actually employed in the civil war. The Spanish armies at the present moment in front of the Carlists comprise every one of the forty regiments of the line and the twenty-five battalions of Cazadores, which form the permanent force of the realm. The forty regiments of the line have each two battalions and ten companies per battalion. A royal order in council has authorized the war minister to raise the strength of the eighty line and twenty-five Cazadore battalions to 1000 out of the new levies and depots. Near the line the Spanish army has forty battalions of reserve, chiefly composed of the last conscription, and most of these are also in front on the Ebro or in the Basque provinces. The Spanish cavalry includes 19,200 sabres in regiments of hussars, lancers and mounted rifles or Cazadores. The artillery has 16,730 divided into mounted artillery, horse, garrison and field regiments. The strength of a mounted battery is generally over 100 men, four officers and seventy mules for six eight-inch Krupp howitzers and their ammunition. A mounted battery of inch Krupps or eight inch long brass guns has 180 men, four officers and ninety mules. Nothing can be finer than the appearance of these batteries when they pass at the trot of the splendid mules which draw guns and carriages with perfect ease over very hard ground sometimes. Spanish artillery officers are all men who have passed through military colleges, and are a superior class of men to the infantry officers. The cavalry regiments are generally well mounted, and the men are fine fellows, but the squadrons are seldom kept up to more than seventy-five troopers. The mounted rifles are, on the contrary, kept up to sabres, because they operate separately in Central Spain and Catalonia. They are formed into regiments. As a matter of course cavalry is of little use in the mountainous districts of Navarre and the Basque provinces. The Carlists have a most salutary dread of the cavalry, and their raids in the Ebro valley or Alava have been stayed by the mere presence of some six or seven regiments in that neighborhood.

The infantry of the line, Cazadores and foot regiments is said, according to official statistics, to comprise 101,791 men. To these must be added the reserve battalions and the provincial corps, amounting to 84,793. The reserve is forty battalions of the last conscription, and they have all seen active service. The provinciales were the proceeds of the great levy of Marshal Serrano, when 425,000 men between the ages of twenty-five and thirty-five were called out on the express condition that they were to be formed into battalions only for the defense of their own provinces. Many of these corps, having attained a good state of training, are used in the garrisons of the north, and some I have seen actually take a share in the war. They have been transferred from their provinces to the seat of war. I have seen them in Pamplona, Vittoria, in Miranda and in Bilbao, and the men do their work cheerfully, and most seem to have forgotten that they were promised to be left in their provinces. Outside these forces, which are the fighting men of Spain, there are about men in the transport service, hospitals, veterans, commissariat. The Royal Engineers, in five regiments, have 4730. The government has also taken into pay 10,500 mobilized volunteers in the provinces where the Carlists are in arms, and there are nearly 10,700 guardias civiles, or gendarmes, scattered over the districts near the seat of war, to guard roads, railways and districts half subdued. Summing up the different branches of the service, we find that Spain has, including the guardia civile, 256,722 men under arms at the present day. What the expense of such a force may be can be imagined when we reflect that only a few months back it was officially stated that were the army estimates and contracts punctually paid, the whole of the Spanish exchequer would barely cover it, leaving nil for the other items of public expenditure annually.

Now, in the above brief sketch of the numbers of the Spanish army, I have not included the last conscription which was decreed by King Alfonso. The conscripts were only drawn in the first days of October, and nothing certain is yet known as to the results of the call. One hundred thousand were called for, but, as the government will be content if seventy are obtained. Besides, it is expected that 12,000 will redeem themselves, as the decree has allowed them to do so, for 2000 reals, or £20. The War Minister expects to be able to hand over to his colleague of the exchequer about £1,000,000 this way, and it is not every month that the forlorn treasury is gladdened with such a sum. The conscription is likely to give better results than previous ones, because several provinces have been wrested from the Carlists in central and eastern Spain. The young soldiers are to join the depots and begin their instructions this month. They generally get pretty quick through their drill and preparatory instructions, so that by the middle of December we can expect to see them sent into garrisons and forts. The intention of the government is to draft them into the line as soon as such a thing can prudently be attempted. This is the last effort which Spain is making to grapple with Carlism, and it is a hard one for the rural districts. The conscripts are mere lads of eighteen, and will be poor stuff to face the hardships of a winter in the snow-clad mountains of Navarre. Spanish statesmen and economists seem to reflect upon the deplorable effects of these repeated levies, which slowly but surely drain the country of the flower of its youth, while the agricultural classes are deprived of men whom they can but ill spare. If we glance over the last few years, since the reign of King Amadeo in 1873, we find the following calls made