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General Comstock's Report on the South Pass Jetties.

General Comstock's report to the chief of engineers was submitted to the Senate June 23, and ordered to be printed. It is accompanied by maps, to which reference is made in the text. Owing to the conflicting and exaggerated statements concerning the works at South Pass, this report will be read with great interest:

OFFICE UNITED STATES LAKE SURVEY, Detroit, Mich., June 9, 1876.

GENERAL—I have the honor to report the condition of the works for the improvement of the South Pass of the Mississippi river on April 30, 1876.

The soundings on the three sheets of tracings transmitted herewith are of dates from April 27 to May 12. All soundings referred to in this report, except those in Grand bayou, whether made by the coast survey or under my direction, are reduced to the plane of average flood tide.

The location of the jetties and the method of constructing the mattresses has been fully described in my previous reports. As there has been little change in either, it is unnecessary to repeat the description.

EAST JETTY.

The work done on this jetty since February 7, 1876, has been confined to raising the jetty in low places by additional mattresses, and to extending its mattress work toward the point called the end of jetty, which is 11,941 feet from beginning of jetty, or 12,100 feet from station East Point. On April 30 this extension had been brought up, or nearly up, to the water surface, to within 400 feet of the end of jetty. Along the line of sheet piling, which continues for about 5000 feet from the beginning of the jetty, additional mattresses have been placed in the second tier, so that now there are two tiers of mattresses for nearly the whole length of the sheet piling.

In general, it may be said that the east jetty now confines the water at low tide pretty thoroughly to within 400 feet of the end of the jetty. There are, however, places where the sheet piling has washed out, or where there are holes through the mattress dike, which permit small amounts of water to pass through the east jetty, thus giving shallow channels through the the general shoal which exists outside of this jetty. There has been some shoaling on the outside of this jetty since the work was commenced.

Starting from East Point, and going seaword on a line parallel to and 100 feet outside of east jetty, the following figures give for each 2000 feet the average depth, as shown by the coast survey map of May and June, 1875, and by the map of soundings forwarded herewith, of May, 1876, both being referred to average flood tide.

Depths, 1875—3.4 feet; 3.2; 3.2; 4.0; 4.0; 5.5.

Depths, 1876—1.0 feet; 1.2; 1.4; 3.0; 4.0; 5.5.

Within a few hundred feet of the end of the east jetty, piles have disappeared from time to time. In some cases they may have been washed up by heavy seas, or the teredo may have injured some enough to enable the sea to break them off; but the evidence seems to show that many have sunk gradually out of sight, although their tops were at first several feet above water. At this place the top of the jetty has also sunk, and, apparently, not from its top mattresses being destroyed by the waves. Both seem to indicate a settling of the strata into which the piles are driven, or upon which the mattresses rest, to a distance of from five to ten feet. Less marked phenomena of the same kind have been observed in the west jetty; in places where the settling of the top of the jetty is small, it might be attributed to the compression of the lower mattresses.

The cross section of the jetties remains essentially the same as heretofore. The outer edge of each mattress rests against the vertical piles. The bottom mattresses vary from thirty-five to fifty feet in width; where the water is so deep as to require from three to six layers, the top mattresses are from twenty-two to twenty-five feet in width. An ordinary mattress occupies about three feet in height in the jetty. Details of the state of the mattress work are shown on sheet No. 2, herewith.

WEST JETTY.

As in the east jetty, the work on the west jetty since February 7, 1876, has been mainly confined to the filling of gaps in the jetty where it had not been brought up to the water surface, and to the extension of its mattress work.

On April 30, 1876, the mattresses were up, or nearly up, to the low water surface from the head of the jetty to within 200 feet of pile No. 355, which is opposite the end of east jetty, and has heretofore been called the end of west jetty. The number of layers of mattresses along this jetty is from three to seven, varying with the depth of water and the amount of settling. The advance of the outer face of the bar, which will be referred to hereafter, give now but eleven feet six inches of water at pile No. 355, where a year ago the coast survey found twenty-one feet, and the piling for the jetty has accordingly been extended about 200 feet beyond pile No. 355.

Extensive shoaling has taken place on the outside of the west jetty, as appears from the following figures, which give, at average flood tide, the depths, 200 feet outside of west jetty, for each 2000 feet below East Point station, derived from the coast survey map of June, 1875, and from the recent survey:

Depths, May and June, 1875—14.1 feet; 13; 9.8; 7.

Depths, May, 1876—6 feet; 2; 1.8; 1.5.

The shoaling can be seen on the sections across jetties given on sheet No. 2 of tracings herewith, showing the progress of mattress work and giving details.

It will be noticed that in 1875 shoals existed a little to the east of the east jetty, and west of west jetty for nearly their whole lengths, and that much of the subsequent shoaling outside the jetties has been in the deeper water between the crests of these shoals and the lines of the jetties.

SCOUR.

At 8210 feet below East Point station a line of piles 150 feet long has been driven, starting from east jetty and running at right angles to it toward the middle of the pass. A similar opposite line projects from the west jetty. It seems to have been the intention to put aprons against these spurs of piling, in order to obtain greater scour between them, but the plan has not yet been carried out.

Similar spurs of piling were driven 9450 feet below East Point, but the spur work was not completed.

Some attempts have been made at stirring up the bottom, and thus aiding scour, both at the head and at the mouth of South Pass.

A long chain, with a heavy pulley at its end, was dragged over portions of the bottom, but this process was soon abandoned. A kind of rake with iron teeth, which had two arms running from the ends of its head past the sides of a scow, to a transverse axis on the scow, about which the rake revolved, was also tried; but this was broken while the scow was being towed, dragging the rake. At my recent visit a stronger one had just been constructed and was in operation, but I do not yet know with what results.

Upon comparing the coast survey map of June, 1875, with sheet No. 1, herewith, both being referred to the plane of average flood tide, it will be seen that at the first date the lowest point of the thirty foot curve was 300 feet below East Point, where there was a hole of that depth, which has now increased a little in size, but that there has been no marked change in the pass from the head of the east jetty to near the head of the west jetty, about 4000 feet below. In June, 1875, 18¾ feet could be carried down to the head of the west jetty, now 20¼ feet can be so carried. It will be seen that the twenty foot curve then had its lowest point 2600 feet below East Point, and that now the lowest point of the main twenty foot curve is 8900 feet below East Point. This twenty foot channel has an average width of about 200 feet from its lower end, where it is very narrow, to the head of the west jetty, a distance of 4900 feet. The distance from its lower end to twenty feet of water outside of the bar is now 3300 feet.

Perhaps a clearer statement would be the following figures, showing the draft of water that could be taken through each 2000 feet of the channel below East Point station in June, 1875, and in May, 1876:

Draft, 1875—2000 feet, 22.5; 2000 to 4000 feet, 18.7; 4000 to 6000 feet, 16.7; 6000 to 8000 feet, 10.2; 8000 to 10,000 feet, 9.7; 10,000 to 12,100, 9.2.

Draft, 1876—2000 feet, 23.3; 2000 to 4000 feet, 20.3; 4000 to 6000 feet, 22.0; 6000 to 8000 feet, 21.0; 8000 to 10,000 feet, 17.1; 10,000 to 12,100 feet, 15.7.

At the ends of the jetties the bar seems subject to considerable changes in short periods. In the soundings of May 3 Captain Brown found a least depth in channel of fifteen feet. On May 10 and 11 I ran numerous lines of soundings across the bar, but failed to find more than thirteen feet six inches on any line. I was informed that between Captain Brown's soundings and mine a strong southeast wind had blown for several days, which may have caused the shoaling. A few additional soundings on May 28, by Mr. Parmely, indicated that from scour and raking, the depth on the bar had again increased to sixteen feet six inches.

In considering the advance of the outer face of the bar at the ends of the jetties, the movement of the twenty foot curve will be a good guide. In June, 1875, this curve, gently convex toward the sea, crossed the present line of the east jetty about 300 feet above its end (pile 1101), and the present line of the west jetty, about twenty feet above pile No. 355, hitherto called the end of west jetty. On sheet No. 1 it will be seen that now the twenty foot curve has advanced on the line of the east jetty about 250 feet, and on the west jetty about 160 feet, while on a line half way between the two jetties it has advanced about 470 feet.

Its average advance in front of the jetties may be taken at 350 feet. If the thirty foot curve be examined the same movement is observed, but to a smaller amount, say about 200 feet on an average. This curve has moved very irregularly, some points receding instead of advancing.

In 1875 the coast survey map shows that on passing the outer crest of the bar, where the ends of the jetties now are, the water deepened abruptly to thirty-five to forty-five feet, and then shoaled. On this shoal, which ran obliquely in front of the jetties, and at a distance of about 800 feet from their ends, there was, except in a narrow channel throught it, less than thirty feet of water, the minimum depth being thirteen and three-quarters feet. At present the narrow channel has disappeared; and limiting the word "shoal" to the area which has less than thirty feet of water on it, it may be said that the shoal appears to have moved from 200 to 300 feet seward, retaining about the same area and the deeper water between it and the ends of the jetties, and that it has now a minimum depth on it of fourteen and a half feet. Going outside this shoal, the forty foot curve, while irregularly changed during the year, yet shows little or no general advance.

The shoaling which has occurred is shown on sheet No. 3, herewith, which gives three parallel sections of the gulf bottom, running seaward from the ends of the jetties—the first in the prolongation of the east jetty, the second parallel to the first and half way between the jetties, and the third parallel to the others, and from pile 355, or end of the west jetty.

The sections are constructed from Mr. Marindin's survey of May and June, 1875, and from Captain's Brown's survey of May, 1876, both reduced to average flood tide.

These sections show in detail for these three lines, out to the fifty foot curve, what has already been stated in a general way for the whole area in front of the ends of the jetties.

The eastern section indicates very irregular changes in the first 1500 feet, showing deepening in some places and shoaling in others, without a decided preponderance of either, except near the end of the east jetty.

The central section shows the shoaling at the end of the jetties and the apparent advance of the shoal 1000 feet in front, already referred to.

The western section shows shoaling near the end of the west jetty.

All these sections indicate a considerable deepening at distances in front of the jetties between 2400 and 4000 feet.

In a material so soft as the mud deposited in deep water it is difficult to say what irregular changes may arise, either from its settling or from wave action on it in storms. But a deepening here of eight or ten feet does not, in advance, seem probable, and the work will at once be repeated, to detect the error or verify the results of recent survey of this area.

GRAND BAYOU.

The work at the head of Grand Bayou, for its closure, has been suspended, apparently from the difficulty in building a dam across it there, and its closure has been undertaken at a point about a mile down the pass. Three tiers of mattresses, each three feet six inches in thickness, have been sunk across the bayou; the mattresses of the lower being 100 feet long, their axes being in the direction of the stream. The top layer of mattresses has from eleven to twenty-four feet of water on it. The state of the work is shown on sheet No. 1.

HEAD OF SOUTH PASS.

The position of the jetty was described in my last report, and is shown on sheet No. 1, herewith, as is also the condition of the mattress work. Four tiers of mattresses have been sunk for two-thirds the length of the jetty, one the west side of the guide piles, and in places the number of tiers reaches six. On the east side of the guide piles a single tier of mattresses has been sunk for four-fifths the length of the jetty.

At the present high stage of the river much of it is not up to the river surface, and the water at all such places runs across it at an angle of 20° or 30°, with high velocity, the obstruction of the work giving a small head.

Details of the work are shown on sheet No. 1. If a line parallel to the jetty and 1000 feet west of it be drawn from the head of the island to a point opposite the upper end of the jetty, a comparison of Mr. Marindin's survey of June, 1875, with Captain Brown's survey of May, 1876, shows a great shoaling in this area of 2600 feet by 1000 feet. In 1875, fourteen feet of water could be carried through this area into South Pass; now but nine feet can be taken.

Then the average depth in the upper third of the area described was about seventeen feet; now it is about ten feet.

For the middle third this average depth has changed from 14.5 feet to 8.6 feet.

For the lower third it has changed from 14.6 feet to 9.5 feet. On comparing the soundings in the west entrance to South Pass, on sheet No. 1, herewith, with those of Mr. Marindin's survey of June, 1875, no very marked change appears; certainly no scour comparable with the shoaling in the east entrance.

It is not always easy to assign the efficient cause for shoaling in a special portion of the river. The shoaling in the east entrance may have arisen from some general causes, which would have acted had no attempt been made to improve the river. But the changes which have been made in the South Pass might produce shoaling—

1. At the lower end of the jetties at the mouth of South Pass the velocity is much greater than it was a year ago.

This increased velocity requires an increased head to produce it, and the surface of the pass between the jetties has, at least in high river stages, become elevated. Grand Bayou has been partially obstructed, raising its water surface. It is probable that both these cause raise the water level somewhat in the South Pass at its head, thus diminishing the velocity of the water entering it from the main river. If the entering velocity is sufficiently diminished, some of the sediment carried must be dropped.

I have no precise data for estimating the rise in the water surface between the jetties, produced by their construction. Some months since there seemed to be a difference of eight or ten inches in water level on the inside and outside of Kipp dam.

If we suppose the water level of the pass at that place to have been raised by six inches above its original position, hydraulic formula (which are, however, confessedly based on imperfect theories, but which are the best we have), give a resulting rise of about three inches at head of South Pass when the stage of the river is a medium one, giving a slope of one foot in this ten and a half miles distance, the pass being supposed of indefinite length.

2. The jetty at the head of South Pass, where not raised to the water surface, is now crossed at an angle of 20° or 30° by water running with considerable velocity into Pass-a-l'Outre.

It acts, therefore, to some extent as a dam, diminishing the velocity of the water above it, and perhaps causing it to deposit a part of its sediment.

Which of these causes has been most effective in producing shoaling I am unable to say.

On April 25, 1876, you gave me instructions to report "the material used, the character and permanency of the jetties and auxiliary works, and whether they are so thoroughly substantial and permanent as to maintain the improved channel for all time after their completion;" also to state "to what degree they fall short of it, and further report to what degree the jetties and auxiliary works are less massive, less strong, less enduring, and less costly than the works planned by the board of engineers constituted under the river and harbor act of June 23, 1874, of which Lieutenant Colonel Wright was president, and yourself a member, the report and plan of which board was submitted to Congress and was before that body when the river and harbor act of March 3, 1875, was passed, and the contract with Mr. Eads entered into."

The first question is whether the jetties and auxiliary works are so "substantial and permanent as to maintain the improved channel for all time after their completion." It includes the question whether the works are in themselves permanent, and whether they will maintain a permanent deep channel.

At present the jetties at South Pass are embankments of superposed mattresses, one side of the embankment being vertical, the other side so sloping that, while the width of the jetty at the water surface is twenty-five feet, the width at the bed of the river is from thirty-five to fifty feet. The vertical side of the embankment is in contact with a row of piles; where the wave action is strong, piles have also been driven along the other edge of the top mattress to prevent its displacement by the waves. A part of the mattresses have been sunk by rubblestone thrown upon them, a part by allowing mud to accumulate in them while afloat over their proper positions. In their present condition these jetties are not permanent structures. As Mr. Eads has not furnished me with copies of his plans, I am unable to state definitely what further work he proposes to complete them, but understand it is intended to widen and cover them with stone.

As to whether, if these works are made permanent they will, with moderate occasional extensions, maintain the improved channel for all time after their completion, I would state that the information on which judgment is to be based is, with some additions, the same as that before the board of engineers (established under the act of Congress of June 23, 1874), which proposed the improvement of the South Pass, and first gave a definite plan for the work.

The additional information on which I place reliance is that already referred to in considering scour, derived from the comparison of the coast survey map of June, 1875, and sheet No. 1, transmitted herewith. The comparison shows an average advance in front of the jetties of the outer face of the bar, as defined by the twenty foot curve, of about 350 feet.

It seems probable that a part of the deposit producing this advance is that scoured from between the jetties and rolled along the bottom, or carried in intermitting suspension near it, to be dropped as soon as it comes to deeper and stiller water outside of the bar and below the level of its crest. An acceleration in the advance of the bar would naturally be expected while this scour was going on, and will continue so long as the scour continues; when that scour ceases the advance of the bar will be independent of this temporary and extraordinary cause of advance.

The present rate of advance, arising in part at least from scour, gives, in my judgment, no definite information as to what the ultimate rate will be, and hence does not give sufficient data to modify the opinion expressed by the board of engineers, already referred to, as to the permanence of the channel when properly jettied, and with moderate extensions of the jetties from time to time.

In the second place I am directed to report "to what degree the jetties and auxiliary works are less massive, less strong, less enduring, and less costly than the work planned by the board of engineers" already referred to.

The board proposed for the first 7100 feet of the east jetty a mattress-dike ten feet wide on top, with side slopes of two-thirds. In its present condition the first 5000 feet consists of two rows of piles, a line of sheet-piling, and two layers of mattresses. The next 2100 feet has a cross-sectional mattress area somewhere near that proposed by the board. From this point on, the jetty in its present state has a less cross section than that proposed by the board, the difference becoming very great on reaching deep water, where the board proposed a top width of fifty feet, with side slopes of one-quarter, while the construction has a top width of twenty-five feet and bottom width of fifty feet.

The head of the west jetty, as constucted, is about 4000 feet below that of the east jetty. The same relations exist between it and the plan of the board as in the corresponding portion of the east jetty.

The board proposed mattresses essentially the same as those used in the only similar mattress structure which has successfully resisted heavy seas, consisting of crossed layers of strong fascines, whose intervals were filled with brush. The mattresses used at South Pass have no fascines, but are layers of leafy brush, confined by stips of boards on top and bottom, and by stakes, which pass through the mattresses, whose heads are fastened into these strips. The cost of the mattresses proposed by the board would have been from fifty to 100 per cent greater per cubic foot.

Shoals, previously existing or newly formed, so protect the outside of both jetties that they are not now exposed to violent wave action, except toward their sea ends. For the protected portions the mattresses used may very probably prove to have sufficient strength when covered by stone.

The board proposed a substantial covering of stone for the jetties. No such covering has as yet been applied to any part of them.

The dyke at the head of South Pass is constructed in the same way as those at the mouth; is as yet incomplete and has no stone covering.

In their present state the jetties have not nearly reached the massiveness proposed by the board of engineers. They have no stone covering, so that they are less enduring, and the mattresses are much more cheaply constructed than those proposed.

Very respectfully, your obedient servant,
C. B. COMSTOCK,
Major of Engineers and Brevet Brigadier General, United States Army.

Brigadier General A. A. Humphreys, Chief of Engineers, United States Army.

Governor Hayes in the Army.

His career in the army began with the war and ended with it. He enlisted originally as a private soldier, and was appointed major of the Twenty-third Ohio Infantry by Governor Dennison, who requested him to accept that position. Had he been in search of military honors he could just as well have been colonel of his regiment as major; but, having had no military experience, he insisted that some one who had should be appointed to that position. Accordingly it was given to Colonel, afterward Major General Rosecrans. West Virginia, the field of operations in which General Hayes mostly served, was comparatively an unpropitious one for military distinction. Had he been assigned to the Army of the Potomac or to that of Sherman he would undoubtedly, had his life been spared, have risen to the command of an army corps or a department. In West Virginia the service was arduous, but the grand operations of the war were speedily transferred to other quarters. The operations in West Virginia were mostly expeditionary, and included but few conspicuous battles. General Hayes never met the enemy anywhere that he did not distinguish himself for his courage, skill and coolness, and this was notably so in the battle of South Mountain, where, with his arm broken by a bullet, he fought at the head of his regiment until, overcome by pain and loss of blood, he was carried from the field. But it was not until Sheridan's campaigns in the valley, during the year 1864, that he had opportunity to show how much of a soldier he was. His charge across the slough, in the battle of Opequan, was scarcely excelled during the whole war as a feat of personal gallantry, and the skill and intrepidity with which he handled his division at Fisher's Hill and Cedar creek stamped him as a man of real military genius. With regular army men he had already been so regarded, and was considered by them one of the finest officers in the volunteer service.

As illustrating his decision of character and general fitness for great emergencies, an incident may be narrated, of which no correct account has hitherto been published. In June, 1863, an expedition, comprising three brigades (one of them that of Colonel Hayes), with cavalry and artillery, was dispatched to Southwestern Virginia with the view of capturing Saltville and breaking up the Virginia and Tennessee railway. Starting from the Upper Kanawha, the expedition marched through a frightfully wild and rugged country, and after crossing several ranges of mountains, struck and tore up the railway, raided the neighboring country, and returning by a tedious and difficult march, arrived within fifteen miles of Fayetteville July 23. During all this time the command had been entirely separated from mail communication, and knew nothing of the stirring events that had happened in other departments, including the surrender of Vicksburg, Lee's defeat at Gettysburg and John Morgan's raid north of the Ohio. Colonel Hayes therefore rode forward to Fayetteville to obtain information, and on reaching the town galloped at once to the telegraph office, where, without dismounting, he called to the operator through the open window, "What's the news?" The man at the instrument turned and was about to give him a brief history of events, when a signal came over the wires and the man said, "Hold, I'm called." Colonel Hayes then went into the office and read the following dispatch as it came from the instrument:

"John Morgan is crossing the Scioto at Piketon, Ohio, and is making for Gallipolis. He will arrive there day after to-morrow."

This was startling news to Colonel Hayes. "John Morgan in Ohio," he exclaimed, "and making for Gallipolis!" The operator then explained that the rebel raider was hardly beset by Union cavalry, and that he was evidently seeking escape from the State by crossing the Ohio river at Gallipolis, where there was no adequate force to dispute his passage or to protect large quantities of supplies which had been collected there. Colonel Hayes comprehended the situation in an instant, and as quickly sent this dispatch flashing over the wires:

"Are there any steamboats at Charleston?"

"Yes, two," was the almost immediate answer.

"Send them up to Fayetteville at once," Hayes responded.

"All right," replied the Charleston quartermaster.

Colonel Hayes, without having received another word of information, jumped into the saddle and galloped back to camp, fifteen miles. He reached camp at nightfall, and laid the whole matter before General Scammon, who gave him permission to take two regiments and a section of artillery and hasten to Gallipolis. He then announced his purpose to the soldiers, who greeted his orders with wild hurrahs. In half an hour his little column was in motion, groping its way along the rough mountain road. The night was moonless, and the darkness sometimes so intense that the regiments were compelled to halt until the clouds cleared before they could go forward. All night the weary march continued, and just as dawn began to streak the summits of the mountains the column, reaching a high point overlooking the Kanawha valley, near Fayetteville, saw the two steamboats rounding a bend and coming up the river. The troops and the boats reached the wharf almost simultaneously, and within an hour the whole command had embarked, and the steamers were under full headway down the Kanawha, their decks strewn with tired and sleeping soldiers. By daylight next morning the boats reached Gallipolis, and the troops disembarked and took posions to defend the town, but Morgan had been advised by spies of their approach when six miles away, and turned his column northward toward Pomeroy, another point on the Ohio. Colonel Hayes instantly reembarked and steamed up the river to overtake him. He arrived in time to go out and meet the enemy while advancing upon the town, but Morgan's officers were not long in discovering that something tougher was in front of them than militia regiments, and they suddenly drew off, remounted, and made for Buffington's Island, a point still further up the river. Here Morgan seized a steamboat, and had ferried over about 300 of his men, when Colonel Hayes arrived, seized the boat, and put a stop to any further progress in that line. Morgan himself had crossed the river, but seeing that his main body was about to be cut off, he recrossed, and remained with his soldiers to share their fortunes. After some fighting he drew off again, and made for other points up the river. But the last opportunity for escape had passed, and the Confederate raiders, hardly beset by Generals Hobson and Shakleford, were speedily driven to the wall and forced to surrender. *New York Times.*

A Magnificent Jewel—Presentation to General Albert Pike.

A pleasant episode occurred at the Sanctuary of the Ancient and Accepted Scottish Rite of Free and Accepted Masons on Wednesday night. This was the presentation of a magnificent jewel to General Albert Pike, the sovereign commander. The presentation was made by Robert Toombs, of Georgia, in an eloquent and touching address, to which General Pike feelingly responded. The jewel is composed of a gold double-headed eagle, studded with 260 diamonds. In the centre of the eagle's heart is a large amethyst in the form of a triangle, in which is inserted the figures "33," in gold. Over the head of the eagle is a crown composed entirely of rubies and diamonds. In its talons the eagle holds a flaming sword of gold, from which is suspended a scroll bearing the inscription "*Deus meum que jus.*" The cost of the jewel was $900, and in design and workmanship is beautiful and artistic. The presentation was made in the presence of over fifty members of the Scottish Rite from all parts of the United States. A grand banquet followed, during which the greatest jollity and good humor prevailed, and a most enjoyable evening ensued.—*Washington National Republican.*

RESIGNATION.

There is no flower, however watched and tended,
But one dead limb is there!
There is no fireside, howsoever defended,
But has one vacant chair!

The air is full of farewells to the dying,
And mournings for the dead;
The heart of Rachel, for her children crying,
Will not be comforted!

Let us be patient! These severe afflictions
Not from the ground arise,
But chrismes celestial benedictions
Assume this dark disguise.

We are but dimly through the mists and vapors;
Amid these earthly damps
What seems to us as but sad funeral tapers
May be heaven's distant lamps.

There is no death! What seem so is transition;
This life of mortal breath
Is but a suburb of the life elysian,
Whose portal we call death.

She is not dead—the child of our affection,
But gone unto that school
Where she no longer needs our protection;
And Christ himself doth rule.

In that great cloister's stillness and seclusion,
By guardian angels led;
Safe from temptation, safe from sin's pollution,
She lives, whom we call dead.

Day after day we think what she is doing
In those bright realms of air;
Year after year, her tender steps pursuing,
Behold her grown more fair.

Thus do we walk with her, and keep unbroken
The bond which nature gives,
Thinking that our remembrance, though unspoken,
May reach her where she lives.

Not as a child shall we again behold her;
For when, with rapture wild,
In our embraces we again enfold her,
She will not be a child;

But a fair maiden in her Father's mansion,
Clothed with celestial grace;
And beautiful with all the soul's expansion
Shall we behold her face.

And though at times, impetuous with emotion
And anguish long suppressed,
The swelling heart leaves moaning like the ocean
That can not be at rest—

We will be patient and assuage the feeling
We may not wholly stay;
By silence sanctifying, not concealing,
The grief that must have way.

A Love of Display and Luxury in Olden Times.

It is one of the reproaches often filling up the chinks in the column of paragraphs of the daily papers, when other items are wanting, that the present age outstrips all that have gone before in its love of splendor and gorgeous apparel, and that Americans in this passion out-Herod Herod.

That there is quite as much love of splendor to-day as is good for us is probably true, but that there is any more than there has always been, and that the taste is not much more chastened and refined than it has ever been, we see reason positively to deny.

Let us glance into history one moment, and bring its incontestible witnesses to our support on the question. Our earliest Hebrew records give testimony to the point. The Jews, some 2000 years before Christ, wrought in gold and silver and jewels with great nicety. That there was an extraordinary love of decoration among them is apparent from the mere dress of the priesthood, in which scarlet and blue and purple and fine linen, embroidered lavishly, were combined with precious stones mounted and engraved, and with golden bells tinkling with the step. When the man servant won the heart of Rebekah for Isaac, it was with handfuls of ornaments, among which was a gold ear-ring weighing a quarter of an ounce, and a pair of bracelets weighing five ounces, allowing half an ounce to the shekel, the weight of which speaks sufficiently for the exceeding love of splendor in that era, which love nothing of the sort in this can eclipse. Nor was it merely in jewels and in the raiment that this love of splendor exhibited itself—the arts of the toilette were quite as much in request. Jezebel, we are told, nearly 900 years before Christ, "put her eyes in painting," and with her modern namesake's antimony, too, and to this day we speak in opprobrium of "a painted Jezebel." Not quite 100 years after that wonderful woman's career the Prophet Isaiah describes the toilette of the daughters of Zion, with the "bravery of their tinkling ornaments about their feet, and their cauls, and their round tires like the moon, the chains, and the bracelets, and the mufflers, the bonnets, and the ornaments of their legs, and the head bands, and the tablets, and the earrings, the rings, and the nose jewels, the changeable suits of apparel, and the mantles, and the wimples, and the crisping pins, the glasses, and the fine linen, and the hoods, and the vails." And some fifty years later, Jeremiah declares, "Though thou deckest thee with ornaments of gold, though thou rentest thy face with painting, in vain shalt thou make thyself fair."

But long before the Jewish era of magnificence was the Egytian, with a luxury, and a refined luxury, that nothing since has dreamed of equaling. From him we receive the use of the wedding ring; with him our greatest comforts and most wondrous inventions are supposed to have been commonplaces; and an embalmment and burial where, in each instance, it required the expenditure of what would now be a great fortune, was practiced by him for 3000 years—an expenditure before which the paltry $500 or $600, which a simple burial from New York costs, sink out of sight. Yet the Egyptian was, in turn, eclipsed by the Assyrian. The robes of the Assyrian kings were richly dyed and equisitely embroidered with floral and shell and other designs that can only be copied, and not at all improved. Layard found that they wore many costly necklaces at once, many armlets and bracelets, too, all their clasps simulating lions's heads and objects of that nature, and their ornaments were mounted with precious stones and set with them in stars and bands. Among these people even the men braided and curled and sometimes dyed their hair, braids were worn in rows and ringlets, and mustache curled over and over at the ends; the cheeks were tinged with deeper rose, the eyebrows and lasnes were dyed black, and the antimony pencil was drawn across the edge of the lid, to enhance the dye's lustre, with as much precision as when in the hands of the modern belle.

In the meantime, the neighboring nations of the East rivaled the Assyrian in voluptuous expenditure, both as to person, dwelling and equipage. The Persian was so vain as to the length of his hair that he had artificial head-dresses of great value; the horses had bridles of gold; the beautiful Panthea brought to her husband, an ally of Cyrus, a "golden helmet and arm pieces, broad bracelets for his wrists, a purple habit that reached to his feet and hung in folds at the bottom, and a crest dyed of a violet color;" and Cyrus himself made a principle of all his luxury and splendor. "He chose," says Xenophon, "to wear the Median robe, and persuade his associates to put it on, for in case a man had anything defective in his person he thought that this concealed it and made those that wore it appear the handsomest and tallest. And they have a sort of shoe where they may fit in something under their feet without its being seen, so as to make themselves appear taller than they really are. He allowed them also to color their eyes, that they might seem to have finer eyes than they really had, and to paint themselves, that they might appear to be of better complexions than they naturally were. All these things, he thought, contributed something to their appearing the more awful to the people who were subject to his dominion." And as the Persians adopted the Median voluptuousness, so the Romans, at last, fell heir to that of the Persians, and the wondrousness of it may conjectured from the conduct of Cato, who refused to retain the Babylonian garment that was bequeathed him, regarding it as something too sumptuous for the apparel of a Roman citizen.

Far back, too, beyond any of these civilizations, the old Indian knew what the display of magnificence was, in his buildings, his garments, his chariots and horses. "All things hang on me," says Kreeshna, in the *Bhagvatt Gita*, "even as precious gems upon a string."

This love of display, as we have said, did not end with the destruction of Babylon; Greece and Rome received it only to hand it further on. In Greece, indeed, it reached a height of apotheosis, and became a sort of worship of beauty itself, rather than a pride of appearance. But even in its early days we read of articles of luxury and of attention to the small details of make-up in places where we would least expect to find them. Thus the band that bound the helmet of Paris beneath his chin is spoken of as "the needle-pointed;" Venus is made by Homer to beg of her brother his horses with the "golden frontlets;" the work that Helen weaves is sprinkled with the scenes of the long contest between "warlike Troy and brass-armed Greece;" Hector wears "day-bright arms, white plume, white scarf;" and when Juno would charm Jove she made a toilet that no lady of the present time knows how to excel.

She made fast
The shining gates, and then upon her lovely body cast
Ambrosia, that first made it clear, and after laid on it
An odorous, rich and sacred oil that was so wondrous sweet
That even when it was but touched it sweetened heaven and earth.
Her body being cleansed with this, her tresses she let forth
And combed, her comb dipped in the oil; then wrapped them up in curls;
And thus her deathless head adorned, a heavenly vail she hurls
On her white shoulders, wrought by her that rules in housewiferies.
Who wove it full of antique works of most divine device;
And this with goodly clasps of gold she fastened to her breast;
Then with a girdle whose rich sphere a hundred stars impressed
She girt her small waist. In her ears, tenderly pierced, she wore
Pearls, great and Orient.

And if these instances are not of real and historic persons, they are confessed to be of real and historic usage, and are, therefore, perfectly fitting illustrations of the period of their writing, and have become what is known as traditional history; nor would it be necessary to resort to them, for in the acknowledged facts of history there are countless illustrations of vanity and pomp among this people by whom the most that color and form could do was known and loved, together with everything that gave enjoyment to the senses. The Romans, however, in their love of splendor, lost much of the perfection that the Greeks had reached, and in their effort for more display let that simplicity of beauty, which was the charm of Greek work and life, be lost under as much ornament as would have buried Tarpeia if the soldiers had given her the bracelets she asked of them instead of the bucklers. The mere habits of the Romans in relation to the toilet tell the story of their excess in pomp; the laughter aroused by those with ill-dressed hair, the bath of asses' milk by which some fair patrician continued fair, are like mere finger-posts to the remainder of the personal customs of the people; and we can imagine what the display must have been in dress and in household affairs, when even the public baths were floored with costly mosaics, the arched ceilings frescoed in everlasting colors, the walls inlaid, and everywhere were statues, vases and bas reliefs, profusely decorated, and of a kind beyond our power to equal. It was in the public baths that the Farnese Bull and the Laocoon were found; and he was a poor plebeian whose private bath was not elaborate with chiseled marbles and silver pipes, and with the water cooled by contact with floors of precious marbles, sometimes even of silver and gold.

In reality there has never been a time since the arts began to flourish and civilization to extend itself, but pomp and display have been features of it. In the time of Henry II., of England, we are told of the gold and silver vessels that glittered in the state departments of the primate, and it was 300 years after that the fashion of tying the toes of the shoes back with with threads of twisted gold and chains of silver was abolished. The walls of Wolsey's palace were covered with cloth of gold and silver and rich tapestry; and corresponding splendor was cherished in female attire, for the dress of a lady is described as of scarlet color, ingrain, and splendidly adorned with ribbons of red gold interspersed with precious stones of great value. Her fingers were all embellished with rings of gold set with diamonds, rubies and sapphires, and also with Oriental stones and amulets to prevent infection. And, although in the reign of Elizabeth the splendor became less barbaric and more luxurious, yet even then gloves were adorned with most fanciful embroidery of jewels, and the Queen herself had a cloak of perfumed Spanish leather of the almost inestimable quality that now commands the price of a shilling sterling by the square inch; while in the reign of Charles the Second false hair was as much a matter of every day as it is at present, and there being then the same fancy for blonde, blonde powder came into vogue, and its use was only kept within bounds by an excessive tax.

In fact, there has been no period, it would seem, when display at dress, at table, on the street and in the dwelling, has not been quite as much as that which is made subject of reproach to-day; and on a careful review we are inclined to say that in all the history of civilization there has never been a time when apparel was so chaste and simply beautiful as it is at present, and never so elegant and unostentatious.—*Harper's Bazar.*

Hayes at Home.

George Alfred Townsend writes the following from Columbus, Ohio, to the New York *Graphic:*

Columbus, the official home of a probable President of the United States, is one of the large secondary cities of the West, like Indianapolis, Des Moines and Springfield, all of which have grown heartily despite legislative and legal society.

It is a town of broad streets, well paved, with much shade, green places, high business blocks, a large Union depot, avoided by tunneled streets, mill power, factories, breweries and public institutions. It is a rich society in private and banking capital, and will compare in enterprise with any city of its class. Two railroads are now going forward by Columbus energy, one to Toledo, another to Portsmouth. About 40,000 people reside in the place; it is the seat of all the politics of Ohio, and there reside both Wykoff and Thompson, the respective chairmen of the State political committees. The leading hotel is t