NEW PUBLICATIONS.

BARON DE KALB.

THE LIFE OF JOHN KALB, Major-General in the Revolutionary Army. By FRIEDRICH KAPP. 12mo., pp. ix., 337. Henry Holt & Co.

Mr. Kapp, who has long been favorably known to students of American history by his Life of Steuben, has established a fresh claim upon the gratitude of the country in which he passed many active years by this careful and discriminating biography. He has drawn his materials largely from original manuscript authorities, including letters and other documents in the possession of De Kalb's descendants, the archives of the French Government, the unpublished collections of various historical societies, and similarly important sources, and has brought to light a great many facts which escaped the searches of previous investigators. The freshest portions of his narrative are those which relate to De Kalb's early life, the circumstances of his entry into the American service, and the minutiæ of the disastrous Southern expedition of General Gates, ending with the battle of Camden, where Gates lost his reputation and De Kalb lost his life. The particulars of De Kalb's coming to this country are especially valuable on account of the clear light which they throw upon the French alliance. Mr. Kapp declares that his purpose in writing the lives of Steuben and De Kalb was to commemorate the participation of German generals in the establishment of American independence; but it is to France rather than Germany that we ought to be grateful for De Kalb; he was an officer in the French service, he was sent here by France, he was German only by the accident of birth, and there is even no proof that he knew the German language. He came out in the ship with Lafayette in the spring of 1777, both having an agreement with Silas Deane that they should receive from Congress the rank of Major-General; but there was a remarkable difference in the character and impulses of the two men. Mr. Kapp apparently does not quite perceive this difference, and he has a not unnatural jealousy of the popular preference for the ardent young Frenchman; but he unconsciously states the case in one happy phrase when he says that the same vessel brought to the new world "the last of the condottieri and the last of the knights-errant." De Kalb (Mr. Kapp calls him simply Kalb, which was his name, but he always signed himself "De Kalb") was a remarkably favorable specimen of the professional soldier, who was a condottiere a few centuries ago, a mercenary and a military adventurer when society grew a little more settled, and whom Germany always sent out in prodigious plenty. Mr. Kapp devotes some readable pages to an explanation and a not unsuccessful defence of these soldiers of fortune. In Germany the very sentiment of nationality had not yet arisen; "German" being a word which indicated race, not country, could not appeal to the imagination; there were a hundred petty German States, often hostile to one another, but there was no nation; the German princes let out their soldiers, when they had no personal use for them, and sometimes raised soldiers for hire, as a speculation. It made no difference to them whether these troops were to be employed against States of the "German" race, or those of another race; and naturally it made no difference to the soldiers either. It was no disgrace to them if under these circumstances they were found fighting against what modern history calls their country, as De Kalb fought against Germany under the flag of France; they had no country except some little principality, or dukedom, or free city; and they felt no more special regard for that than a New-Yorker entertains for the ward in which he votes and is taxed. If patriotism was a virtue for which they had no use, nor perhaps any respect, that was more their misfortune than their fault.

There has been a great deal of uncertainty about De Kalb's birth and extraction, but Mr. Kapp has cleared it up. The distinguished soldier was not a baron, as he used to call himself, but plain John Kalb, the son of a peasant of the village of Huettendorf, in the margraviate of Bayreuth, where he was born in 1721. Nothing is known of his first steps toward fortune. He received some schooling, became a waiter, and at the age of sixteen went abroad. Then all trace of him is lost until he turns up in France, six years later, as "Jean de Kalb," lieutenant in the Loewendal regiment of French infantry. His assumption of a title of nobility which did not belong to him is accounted for, if not excused, by his biographer on the ground that in the armies of that day commoners were not eligible to promotion. But how the young peasant and servant acquired the manners and education necessary to support his assumption is not explained. That he did pick up a good deal more than professional knowledge is certain, for his correspondence in later life is not that of an illiterate man. The regiment to which he belonged was one of several maintained in the service of France in accordance with a fixed policy, recruited partly in the German provinces of France and partly in the German States, and always commanded by German officers. Princes, counts, barons and miscellaneous adventurers flocked from Germany to Paris, and rose there to fortune and high rank. De Kalb made his first campaign as a French officer—his first of which we have any record—under a German commander-in-chief, Marshal Saxe, and the commander of his own regiment, Count Loewendal, was also a German who became a Marshal of France. At the close of the Seven Years' War De Kalb was a lieutenant-colonel and assistant quartermaster-general, and had a very high reputation as a careful and judicious officer. He seems to have rendered important services to some distinguished families in Germany, who claimed compensation for supplies furnished the French troops, and he found these functions so lucrative that he returned to France with full pockets, and was enabled to make a rich marriage. It is pleasant to add that the union proved a very happy one.

In 1767 the Duke de Choiseul charged him with a mission of observation to the English colonies in America. He arrived in Philadelphia at the height of the agitation over the duty on tea, and spent about three months in travelling through the country, drawing up reports upon the temper and resources of the colonists which display remarkable acuteness and sagacity, besides presenting curious pictures of the life and manners of the time. He took the measure of the people so quickly and correctly that his judgment seems instinctive. In particular he perceived, what French statesmen were little disposed to acknowledge, that bitter as might be their discontent with the English Government, the Americans would not risk their liberties by turning to the foreign enemies of England for redress; and he treated as an utter delusion the idea cherished at Versailles that any French sentiment survived in Canada which in case of war it would be possible to use against England. His reports, however, were not well received by Choiseul; they did not square with the Minister's prepossessions, and, moreover, he had lost his interest in American affairs. But when Vergennes turned a more serious attention to America, after the fall of Choiseul, and the actual outbreak of hostilities, De Kalb naturally presented himself as a most proper agent for carrying out the French plans.

It does not appear that De Kalb volunteered for this service. Silas Deane indeed writes of him: "Being a zealous friend to liberty, civil and religious, he is actuated by the most independent and generous principles in the offer he makes of his services to the States of America." But Deane was not in the secrets of the Court. De Kalb was selected for the expedition by his patron, the Count de Broglie, and by the Count of St. Germain, Minister of War, and before he accepted the appointment he demanded a guarantee of his position in the French army, together with a promise from St. Germain of "the rewards and honors corresponding to the risk incurred and the advantages to be attained," and the rank of *marechal de camp* at the first opportunity. As Mr. Kapp says, there was nothing for him to do in France, while "honor and renown invited him to try his fortunes" on the other side of the ocean. But, moreover, De Kalb was to occupy himself in America with a private project of the Count de Broglie, of which a full account is given in a letter from De Broglie printed in full in Mr. Kapp's pages. For the "permanence of the work," according to the Count, it was indispensable that the insurgent colonists should place themselves under "a military and political leader," who must be a man of eminent rank, with a high name in Europe, able to attract distinguished recruits; he must have ample powers, including the selection of his own subordinates, and "of course" he would require "large pecuniary considerations." The eminent personage whom De Broglie designated for this "sacrifice" was—himself. "The main point of the mission with which you have been intrusted," he wrote to De Kalb, "will consist in explaining the advantage, or rather the absolute necessity, of the choice" of such a man; but "you must not appear to know whether he entertains any wish for such a position." It is creditable to De Kalb that he had hardly reached America before he recognized the absurdity of the De Broglie scheme and dropped it. "It is impossible," he wrote to the Count, "to execute the great design I have so gladly come to subserve. M. de Valfort will tell you that the project in question is totally impracticable; it would be regarded no less as an act of crying injustice against Washington than as an outrage on the honor of the country."

Deane had exceeded his powers in making engagements with French officers, and the numerous gentlemen who came over in consequence of his offers of rank and employment found Congress unwilling and indeed unable to ratify these precipitate pledges. De Kalb was indignant; and when at last the promised commission as major-general was granted him he was at first indisposed to accept it. Upon the whole his conduct under these disagreeable circumstances was sufficiently frank and dignified; and it may be said of his whole career in America that, although it was never enlightened by enthusiasm for the American cause, or by the spirit of self-sacrifice which impelled Lafayette, it was honorable, useful and manly. He did not like the service; he complained in his private letters that he could not live on his pay, and often protested that he had no idea of wasting his private fortune on the colonists; he repeatedly asked to be recalled and employed in France, and never forgot to urge his services in America as a claim for promotion in the French army; but he bore the severest hardships with exemplary patience, he maintained the best relations with American officers, he kept aloof from intrigues, and did the duty which he had undertaken with perfect singleness of purpose. His first impressions of Washington are thus given in a letter to De Broglie:

I have not yet told you anything of the character of General Washington. He is the most amiable, kind-hearted and upright of men; but as a general he is too slow, too indolent, and far too weak; besides, he has a tinge of vanity in his composition, and overestimates himself. In my opinion whatever success he may have will be owing to good luck and to the blunders of his adversaries, rather than to his abilities. I may even say that he does not know how to improve upon the grossest blunders of the enemy. He has not yet overcome his old prejudice against the French.

His later estimate of the American commander was much more just. In a letter to Henry Laurens, which Mr. Kapp prints from the manuscript, he writes:

I cannot but observe, in justice to General Washington, that he must be a very modest man, and the greatest friend to the cause, for forbearing public complaints on that account, that the enemy may not be apprised of our situation and take advantage of it. He will rather suffer in the opinion of the world than hurt his country, in making appear how far he is from having so considerable an army as all Europe and great part of America believe he has. This would show, at the same time, he did and does more every day than could be expected from any general in the world, in the same circumstances, and that I think him the only proper person nobody actually being or serving in America excepted, by his natural and acquired capacity, his bravery, good sense, uprightness and honesty, to keep up the spirits of the army and people, and that I look upon him as the sole defender of his country's cause. Thus much I thought myself obliged to say on that head. I only could wish, in my private opinion, he would take more upon himself, and trust more to his own excellent judgment than to councils, but this leads me out of my way.

In these criticisms, as well as in all the other remarks upon the men and actions of the Revolution which occur in his correspondence, we discern the sincerity and moderation which were among De Kalb's most conspicuous traits. He was neither a genius nor a hero; but he was a brave, able, experienced, cautious, discriminating and honest soldier, a little punctilious, but with a singular power of adapting himself to novel circumstances and associations, and of judging unfamiliar types of character. He was of far more practical service to the colonists than many a foreign officer who fought for them with more generous sentiments. De Kalb was not a soldier of sentiment. He was ambitious and enterprising, but his aspirations never soared beyond professional advancement; and his highest aim, in the venture for which he gave his life, was to earn preferment in the French army and substantial rewards from the French King. Mr. Kapp, whose judgment of him is generally sound, declares that he was a perfect military realist, and warmly applauds his rigid sense of duty. This praise is well deserved if we understand the word duty in a somewhat narrow sense. For De Kalb, as we have already said, was a striking type of the straightforward soldier by trade, who cares little what cause he serves, but loves his profession for its own sake, and rates fidelity to his professional obligations as the first of military virtues.

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BLUE FRONT SALE AND EXCHANGE STABLES, 155, 157 and 159 E. 34th-st., between Third and Lexington-aves., New-York. Branch stables, 241 and 243 N. Queen-st., Lancaster, Penn.

JAMES ORIN NOAKES,
coachmaker and repairer,
26 EAST 26TH-ST., N. Y.
T-carts, Stanhope Phaetons, Stanhope Gigs, top Pony Phaetons, Village Carts, School Carts, Victorias, Road Wagons, Brougham Coupés.
MANUFACTURED ON PREMISES.

JUST RECEIVED.—
A LOT OF SHETLAND PONIES,
Which can be seen at the stable of J. H. DAHLMAN, 309 West 126th-st. Parties desiring to purchase ponies will please call.

Steamboats and Railroads.

NEW-YORK AND THOUSAND ISLAND LINE.
Via New-York, Ontario and Western Railway and daily line of steamers from Oswego and Cape Vincent (Sundays excepted), touching at Kingston, (Canada,) Clayton, Alexandria Bay. Pleasantest route to Thousand Islands. Night express, with Pullman sleepers, leaves New-York 7 p. m., arrives Oswego 7:40 a. m., boat leaves on arrival of train. Day express leaves New-York 9 a. m.
Depots and ferries in New-York foot of Cortlandt, Desbrosses sts. and West 42d-st. Time-tables, tickets and copies of "Summer Homes" at Nos. 193, 207, 261, 363, 949, 1,323 Broadway, No. 737 Sixth-ave., 108 East 125th-st., 3 Union Square, in Brooklyn, 4 Court-st., Annex office, 838 Fulton-st., 7 DeKalb-ave., and depots. Steamer leaves trips June 20.
J. C. ANDERSON, General Passenger Agent, 24 State-st.

PHILADELPHIA & READING RAILROAD
to
LONG BRANCH
and the
SEA SHORE
from stations foot of Liberty-st. and foot of Rector-st.
SPLENDID EQUIPMENT.
MAGNIFICENT PARLOR-CARS
and the elegant steamers
ST. JOHNS, CITY OF RICHMOND and JESSE HOYT.
CHOICE OF ROUTES by Sandy Hook or All-rail.
Leave New-York from foot of RECTOR-ST., PIER No. 8, N. R., on week days, 4:30, 9, 11 a. m., 1:15, 3:45, 4:45, 5:30 p. m. on Sundays, 9, 11 a. m., 6:15 p. m.
Leave New-York from foot of Liberty-st., week-days 4, 7:45, 9, 11 a. m., 12 m., 1:45, 3:30, 4, 4:30, 5:45, 7:30 p. m. Sundays 8, 8:45 a. m., 12 m., 4 p. m.
Direct connection to and from Brooklyn via Annex Boats between Jersey City and Bridge Pier, Brooklyn. Tickets, baggage checks and full information may be obtained at the following offices of the Company.
NEW-YORK:
Nos. 944 and 1,323 Broadway, 737 Sixth-ave., 1128 East 125th-st., station foot of Rector-st., and station foot of Liberty-st.
BROOKLYN:
Brooklyn Annex Station, Bridge Pier, 4 Court-st., 860 Fulton-st.
FOR MONMOUTH PARK RACES:
On each Tuesday, Thursday and Saturday until August 23. Leave New-York from Pier No. 8 N. R., 9, 11 a. m., 12:15, 1:15 p. m.
Leave New-York from foot of Liberty-st., N. R., 7:45, 9, 11 a. m., 12 m., 12:15, 12:45 p. m.
J. E. WOOTTEN, General Manager. C. G. HANCOCK, Gen. Pass. and Ticket Agt.
H. P. BALDWIN, G. E. P. Agt., 119 Liberty-st., N. Y.

STONINGTON LINE.
For BOSTON and all points EAST.
The only direct line to WATCH HILL and NARRAGANSETT PIER. Steamers leave PIER 35 N. R. daily except Sundays, at 5 p. m.
Three trains from steamers landing through to Boston. First train arrives one hour ahead of any other line. Sure to make connections in BOSTON FOR THE EAST.
PROVIDENCE LINE.
For Providence, Worcester, Nashua, and all WHITE MOUNTAIN POINTS.
Train leaves Providence from steamers landing 6 a. m., runs through to WHITE MOUNTAINS (Fabyans) without change. Parlor cars attached.
Steamers Rhode Island and Massachusetts leave from PIER 29 N. R. daily, except Sundays, at 5 p. m.
Tickets and state rooms for both lines may be secured in New-York at 3 Astor House, 257, 397, 457, 785, 942 Broadway, Fifth Avenue and Windsor Hotels; in Brooklyn at 333 Washington-st., 730 Fulton-st.
Send for summer excursion book.
F. W. POPPLE, G. P. A., 177 West-st., N. Y.

WEST SHORE ROUTE.
VIA WEST SHORE OF HUDSON RIVER.
All trains except the 7:40 a. m. and 4:35 p. m. trains leave from West 42d-st., Cortlandt and Desbrosses sts. stations. The 7:40 a. m. and 4:35 p. m. trains leave from West 42d-st. only.
For Chicago and Detroit 10:30 a. m., *8:00 p. m. Pullman sleeping cars through on both trains.
Suspension Bridge, Niagara Falls, Buffalo, Newark and Rochester, *10:00 a. m., *8 p. m. Sleeping and parlor cars through.
Syracuse and Oneida, 7:40, *10:00 a. m.; *8 p. m.
Utica, 7:40, *10:00, 11:20 a. m., *8 p. m.
Albany, 7:40, 10:00, 11:20 a. m., 4:35, *8:00 p. m.
Saratoga and Lake George specials, 8:50 a. m., 11:20 a. m., 3:30 p. m. Elegant trains with revolving chair smoking cars, dining cars and parlor cars. Buffet cars.
Sharon Springs 10:30 a. m., with Buffet Parlor Car through without change.
Newburgh and Kingston, *7:40, 8:50, 9:20, *10:00, 11:20 a. m., 3:30, *5:00, 4:35, *7 p. m.
Pawnville, Cairo, Mountain House Station, Kaaterskill, 8:50, 11:20 a. m.
Kaaterskill, Hunter, Tannersville, Pine Hill, Phœnicia, 9:20, 11:20 a. m., 3:30 p. m. Buffet Parlor Cars to Summit on 9:20 and 3:30 p. m. trains.
For Montreal and Canada East, 8:50 a. m., 3:30 p. m., 4:35 p. m. Parlor cars to Saratoga, parlor and sleeping cars thence to Montreal.
Catskill and Cranston's, *7:40, 8:50, *10:00, 11:20 a. m., 3:30, 4:35, *5:00 p. m.
*Mon. 10:00 only, 9:20 a. m., 7:40 p. m.
*Daily. Other trains daily except Sunday.
For time of trains to local stations see time tables at offices.
For tickets, time tables, or information apply at offices: Jersey City, Penn. R. R. station Broadway, 115 Washington-st., Brooklyn, 4 Court-st., Annex office, foot Fulton-st., 838 Fulton-st., and 7 DeKalb-ave.; New-York City, 102, 261, 363, 944, 1,323 Broadway, 737 6th-ave., 108 East 125th-st., Penn. R. R. stations, foot of Cortlandt and Desbrosses st., and West Shore Station, foot of West 42d-st. Baggage called for and checked from hotels and residences. Orders can be left at ticket offices.
HENRY MONETT, Gen. Pass. Agent.
24 State-st.

Steamboats and Railroads.

A.—RONDOUT, KINGSTON and CATSKILL MOUNTAINS.—Landing at Cranstons (West Point), Cornwall, Newburg, Marlboro, Milton, Poughkeepsie and Esopus; connecting with Ulster and Delaware, Stony Clove and Catskill Mountain, and Kaaterskill Railroads. Steamers City of Kingston and James W. Baldwin leave every week day at 4 p. m. pier foot of Harrison-st., N. R., except Saturdays, when City of Kingston leaves at 1 p. m. for Rondout direct (making no way-landings), connecting with special train for all SUMMER RESORTS THROUGH THE CATSKILL MOUNTAINS.
Freight steamer will leave at 1 p. m. Saturdays for all landings.

FALL RIVER LINE,
FOR
FALL RIVER, BOSTON, AND THE EAST.
The most agreeable route to the WHITE MOUNTAINS, MT. DESERT, all principal cities, inland and sea-shore resorts of New England and Provinces.
Superb new Iron World-renowned
Steamer PILGRIM, Steamer PROVIDENCE
Leave New-York on alternate days (Sundays included) at 5:30 p. m. from Pier 2, North River, foot of Murray st. Connection via Annex Boat from Brooklyn, 5 p. m.; Jersey City, 4 p. m.
SPLENDID BANDS OF MUSIC
accompany each steamer, and passengers are entertained every evening with a PROMENADE CONCERT in the Grand Saloon.
Long Water Route: Full Night's Rest: Five Morning Trains to Boston, short rail ride. (Time, 80 minutes.)
NEWPORT LINE.
FOR NEWPORT, R. I., DIRECT