the President makes he cannot hope to secure quiet to Missouri. The radicals will keep up the fight until they get all they want, and the conservatives will do precisely the same thing. Between the two is a great gulf, and it is a place far preferable to a situation with either faction. Whatever may be the sympathies of an outsider, he must look upon the contest with exceeding disgust. It is now most emphatically necessary to distinguish between the man and his acts. If these few lines should meet the eye of the successor of Gen. Schofield I have a bit of advice to give him. Let him seal his ears against hearing and his eyes against reading any advice from the politicians of Missouri. If any one has a complaint to make let it be in writing, brief and pertinent. Appoint the provost marshals and other officials from abroad, so that they shall have neither friends nor enemies to apply their power for or against. Let the commander make up his mind to do what seems the right, without regard to the opinion of any Missourian alive or dead. I have been an observer of matters in this department for more than two years, and am convinced that the course marked out above is the only safe one for a commander. This is the most difficult of all the military departments to manage properly, and the honor is all the greater to the man who will be successful.

The board for examining candidates for commissions in negro regiments is still in session. The catechism of the applicants is exceedingly rigid.

ST. LOUIS, Oct. 1, 1863.

Prospect of a Change in Commanders—General Schofield on Arming Negroes—He Declares in Favor of the Policy—Arrest of a Militia Colonel for Driving Out Union People—The District of Arkansas—Political Matters in the West—How the People Talk About the Next Presidency—Whom they Favor—Importance of the Ohio Election, &c.

The radicals in this city are waiting with anxiety to hear of the removal of General Schofield. Many of them speak with the utmost confidence of their prospects of success; but they are evidently somewhat uncertain in their own minds. They will make a strong effort, and their delegation in Washington is no doubt hard at work at this moment. The special telegrams to the St. Louis papers say that the President showed yesterday a disposition to inquire carefully into the real causes of grievance before he made any change. This is proper, and will receive the commendation of all. He will no doubt find some abuses existing; but he will also discover that the radicals are making capital in several instances out of very small affairs. At headquarters there appears to be no apprehension of a change of commanders.

Application has been made to General Schofield for authority to raise negro regiments in the Department of the Missouri. Three regiments have already been raised here and sent to the rendezvous at Helena, Arkansas. General Schofield has addressed a letter to the War Department on the subject, and gives it as his opinion that the negroes are worth more to the government as soldiers than to their masters as slaves. He recommends that authority be given to enlist all such able bodied blacks in Missouri as may desire to enter the service, their masters to receive receipts therefor, which may be made the basis of a claim against the government. Those who give undoubted proof of loyalty to receive payment as in Maryland, and those who cannot establish their claims are to have no redress. This is a complete refutation of the charge that General Schofield is not ready to afford assistance to the project of filling the army with negroes. To propose an enlistment of all the able bodied negroes is a step in advance of many who claim to be radical.

One Colonel James S. Moss, of Platte county, has been making himself notorious. He recently received authority from Governor Gamble to arm the enrolled militia in Platte county, and at once went to work. He armed the returned rebel soldiers and bonded disloyalists, and disarmed all Union men who had any weapons whatever. Not content with this, he commenced driving out Union families and seizing or destroying their property. From Platte county alone more than a hundred families have been expelled. As soon as Gen. Schofield received official notice of Col. Moss' proceedings he ordered his arrest. Col. Moss is expected here in custody in a day or two. He will either be put on trial here or sent to Washington, to be dealt with by the War Department. It is difficult to understand how a man so notoriously disloyal as Moss could receive a commission from any authority. He was one of the members of the Missouri Convention of 1861, convened for the purpose of taking the State out of the Union. In the early times he was an open and avowed secessionist, and made earnest speeches urging that Missouri be taken out of the Union. He has never professed to a change of his sentiments, and is as strong a friend of the secession movement as ever. There are too many men of his belief holding office in Missouri. If the Union is worth anything it would seem as if its offices should be in the hands of friends rather than enemies.

It is reported by parties from below that the district of Arkansas, which has its headquarters at Little Rock, will be placed in command of Brigadier General Thayer. The district still belongs to the Department of the Missouri, though the troops in it report to the commander of the Department of the Tennessee. I doubt if the same anomalous condition exists anywhere else in the country. It is expected that the troops themselves will soon be returned to the command of General Schofield. General Thayer will carry to the command of that district an ability second to that of very few officers in the army. Entering the war as Colonel of the First Nebraska infantry, and one of the first to report here for duty in the autumn of 1861, he has borne an honorable part in nearly all the great battles in the valley of the Mississippi. He was in General Lew. Wallace's division at Shiloh and Donelson, and in General Steele's at Chickasaw Bayou and in the movements upon Vicksburg. He knows Eastern Arkansas thoroughly, and will do honor to the government in his administration of affairs there. General Steele will probably return in person to the Army of the Tennessee, but his troops are expected to remain in Arkansas.

In the midst of war politics are not entirely forgotten. In this State they are of much more importance than the war itself, and the attack upon General Schofield by the radicals is more than half the result of political designs. The election in this State does not occur until December, and is therefore too far off to show a lively canvass as yet. Yesterday I asked one of the radicals how the election was likely to go? He informed me that the conservatives would be so badly beaten that they would never be heard of again. This seemed to be uttered in earnest, and no doubt such was the case. A little later I met a conservative chap and asked the same question. "Why do you ask?" said he, "we shall beat the abolitionists clean out of sight. Not one of them will dare lift his head after the election." The statements of these two gentlemen could by no means be called concurrent testimony. The truth is, the election is so far off that it is now impossible to give a reasonable guess as to the result. It will depend largely, if not entirely, upon intervening events. At present the chances appear about even, with a small balance of probabilities in favor of the conservatives.

Endeavoring to be alive to the great questions of the day, I have listened with some eagerness during the past few weeks for the opinions of the people in regard to the coming Presidential race. I have been through the States of the Northwest, and find but few expressions on the matter. Oftentimes I have asked the question direct, in order to reach the point, and at others have led up to it gradually. The case can be easily stated. The peace democracy appear to be united on Seymour, of New York, though they would be ready to drop him for any man more available, or who would show more earnestness in their cause. I have failed to discover that Seymour is recognized as a great man, or one calculated to manage the national affairs with sagacity and impartiality. The cause of the feeling in his favor arises from his being almost the only man who has thus far embodied his principles in public letters, and measured his strength, if ever so slightly, against that of the administration. There is a distinction made between the extremists of the Vallandigham and Pugh order and the milder men like Seymour. The difference is largely in favor of the latter. I have heard no other man of the stripe mentioned as available, and equally so with Seymour. A few of the more hot headed speak of Vallandigham as entitled to the honors of a nomination for President; but among the more sensible Vallandigham is held unpopular.

Some of the democracy favor the nomination of General McClellan, but they are generally averse to the selection of a military man. The recollection of our experience with military Presidents in times past does not seem at all satisfactory. They express a belief that they have had enough of war during the present administration, and wish as few things as possible that may remind them of it in future. A reason adduced in favor of General McClellan, after the disposal of the question of his ability, is his popularity with the soldiers, which might secure him a considerable vote from the army. A few of the militarily inclined democrats advocate General Porter or General Buell for the Vice Presidency.

With the republicans there is more said on the subject than among the democrats, though even there one hears but little. Mr. Lincoln and Mr. Chase occupy the hearts of most of those who mention the matter at all. Mr. Chase's management of the finances is looked upon in the West as a great success, and he would no doubt secure a strong vote on that account alone. Upon the slavery question he is considered too ultra to be universally popular. Many of those who favor his nomination, as far as their personal preferences are concerned, doubt its expediency. Availability is to be considered as much as any other quality. In this it appears that Mr. Chase is deficient. The little outcroppings in the radical papers of the West show them to be favorable to Mr. Chase, but not so far committed as to be unable to drop him in an emergency. Among the war democrats of the milder sort I heard the financial management highly lauded, while the extreme radical views are severely condemned.

The friends of the present occupant of the Presidential chair are by no means few. That Mr. Lincoln has the hearts of the majority of the Western people I am truly convinced. It is rarely that I have heard his honesty and integrity called in question, and then only by the most bitter opponents. Some assert that he has made mistakes, others that he has been imposed upon by those around him, others that he is slow to come to a decision and lacking in firmness, after making it; but all are united on the question of his moral excellence. "I tell you, sir," said one with whom I recently conversed, "Old Abe didn't move soon enough and strong enough on the enemy when the war began. He called out seventy-five thousand men when he needed a half million, and he has done many things after the same manner. We have been discouraged often, but somehow we are getting forward all the time. It is only two years since we began to get things into shape, and we have retaken the Mississippi river and half the territory that rebelled. Considering the magnitude of the war we have got along pretty well, and I think our President deserves the credit. I didn't go for him when he was elected, but I want him renominated, and if that is done I shall do everything for him that I can."

The above is the remark of one individual, but it is repeated in substance by many. "We might do better and we might do a great deal worse," is a frequent utterance. Some think he is not the best man that could be found; others assert that he is not an Adonis in form nor a Chesterfield in manners; many criticise his errors in the past, and trust he has profited by experience. But with the majority who have given expression he is looked upon as the most available man and eminently worthy re-election. When the voice of the Western people shall be taken it will doubtless be found largely in favor of Mr. Lincoln.

There is a general desire to dismiss for the present the subject of our next ruler. Men say we have enough to trouble ourselves about without falling upon this question prematurely; the proper time, they assert, will be within a month or two of the sessions of the conventions that are to make the nominations. The war, commerce, agriculture, foreign intervention and the like are enough for the present. From this fact I have much less to chronicle on the subject than might be at first anticipated.

The election in Ohio is looked to as the great event of the political campaign. In Iowa, Wisconsin and Minnesota but little effort has been put forth, and the result will be of no great importance. Ohio has been made the battle ground of ideas favoring or hostile to the war and its accompanying occurrences. On its result there is much depending.

MEADE'S ARMY.

The "Army of the Potomac" Still a Great Army.

REVIEW BY GENERAL CORTEZ.

The Railroad, its Value, Convenience and Means of Defence.

EXECUTION IN THE TWELFTH ARMY CORPS

JOURNAL OF A RAW RECRUIT, &c., &c., &c.

Mr. L. A. Hendricks' Despatches.

IN THE FIELD, Sept. 25, 1863.

THE ARMY OF THE POTOMAC,

reduced by long, wearying and incessant marches, by disease, and all the combined casualties of active and unyielding war, though not in numerical strength the army it was when, under the proud leadership of General McClellan, it first set forth from the banks of the Potomac to put down the rebellion of the South and compel allegiance to the Union, is still a great army. The present is an epoch of great armies, and this Army of the Potomac is one of them. We see its greatness in every phase of its being; we see it while lying idle in camp, in the smoke of its fires—visible by day for miles around, and at night their flashing brilliancy seeming so many gas lighted cities; we see it on the march, in its long line of bristling bayonets and floating ensigns stretching as far as the eye can see, and clouds of dust, and hurrying trains, and artillery and cavalry completing the moving pageant. We see it on the battle field, as its serried columns are pressing forward in terrible strength, and the roar of artillery and musketry and smoke clouds fill the air. I repeat that it is a great army still. But there is this fact about it: that while the organization of this army, its equipments, uniforms, what it takes and costs to feed it; its grand reviews, the miles it has marched, the fortifications it has built; its skirmishes and its battles, have all been written and rewritten till the smallest details are known to everybody, one thing remains unwritten—the mighty resources of steam power—in other words, the railroading that has to be done to keep the army going.

"THE BOWELS OF THE ARMY."

The railroad, so to speak, is the bowels of the army; the railroad is the channel through which the army is fed, nourished and kept alive; by means of the railroad the army lives and moves, and has its being. Cut off the railroad and the army dies. In the absence of battles to write of, and having gathered and collected the facts pertinent to the purpose, and believing their publication, besides doing justice to an overlooked branch of army labor and enterprise will be of interest to the public and no essential aid or comfort to the enemy, I propose to write this unwritten chapter. My only misfortune is that I am obliged to compress within the compass of a newspaper letter facts pertaining to the United States military railroad in its present high state of development as connected with the Army of the Potomac, capable and deserving of elaboration into a volume.

OUTBREAK OF ARMY RAILROADING.

At the outbreak of the rebellion, as is well known, the necessities of the day and the hour had to be seized upon. Foremostly came in demand railroads and their appliances to supply our army. The government took possession of railroads, seized or hired or bought engines and cars, and employed men at random to do and supervise the work. A thorough and practical railroad system gradually developed itself, the loose and random beginning merged into a perfect and effective organization; old and dilapidated and small engines were displaced, and new and powerful ones put in their places; the rolling stock, of mixed character, and most of it in a painfully sear and yellow leaf condition, was thrown aside, and fresh, capacious and stoutly built cars substituted; a managing head was given the charge, with abundant co-operative and capable officers under him, and a large and adequate force of employes engaged, of tried experience and trustworthiness. All this has not been the work of a day. Time and a vast expenditure of money and engineering skill and genius have been requisite to effect the end now accomplished.

PRESENT BASE OF ARMY SUPPLIES.

The Orange and Alexandria Railroad, our present base of army supplies, is now open for our use a few miles beyond Culpepper Court house, seventy-one miles being the total running distance from Washington. In the semi-periodic uses of this road hitherto, our cars have only once (in Pope's reign) ran as far from the national capital as now. As we are progressing in bringing this war to a close, so in the future we may make further progress into the heart of the sacred soil, till our cars run into the streets of Richmond, and the dome of the rebel Capitol itself re echoes the shrill whistles of our proud engines. This road, as all know, is an old one, and a great deal of repairing and regrading has had to be done, to say nothing of building and rebuilding burned bridges. There being only a single track, frequent switches have had to be added to increase the facilities of transportation. If this war is to be a settled institution, of course Northern enterprise will soon lay a parallel track the entire distance; but for the present we have no idea of such additional rail laying upon such ground. I need not describe the country through which the road runs. Reportorial pens and brains have been exhausted in the repeated descriptions given of the country, the broad uncultivated acres, the deserted skeleton houses, and the visible tokens on every side of prolonged and devastating war.

ALEXANDRIA THE GRAND CENTRE OF ARMY SUPPLIES.

As the army is now located, and with its present base, the city of Alexandria is the great centre for furnishing supplies. The track running from here to Washington, and laid over the Long Bridge, is an important auxiliary in its way, bringing as it does the bulk of the supplies sent from the North and West and necessarily going to Washington first. An immense quantity of army supplies, however, reach Alexandria through the channel of the Potomac, via Fortress Monroe. It is at Alexandria the railroad managers have their offices; it is there the engines are housed and all repairing done and all the trains made up. Through visiting and inspecting the railroad headquarters here I learned the facts embodied in this letter. Mr. Van Zandt, principal agent, acted as my chaperon. He is an old railroad man, by the way, having been employed for years on the Erie Railroad, and the loss of his right arm unhappily attesting the danger of his profession, notwithstanding which fact railroading, however, is now, as it long has been, with him a ruling passion strong.

EXTENT OF RAILROAD HEADQUARTERS.

The railroad headquarters cover no less than twelve squares of ground, altogether embracing an area of two hundred acres. They are located in the outskirts of the town. Machine shops, the engine house, offices, wood yards, interlacing tracks running in every direction, cars, seemingly numberless, lying idle and coming in and going out, loading and unloading trains, clangor of bells, the shrill screech of steam whistles, and bustling activity everywhere, at all hours of the day and night, make up the unchanging picture.

THE ENGINE HOUSE AND ENGINES.

I first visited the engine house. It is an immense circular brick building, got up in the usual style of architecture of modern buildings of this class—that is to say, one story high and a dome whose intercrossing huge beams look very much like the interior dome of some vast cathedral. Here the engines are housed, each having a compartment by itself, which is reached in the usual way from a revolving platform in the centre.

It is too late in the nineteenth century to describe steam engines; but, sacrilegious those exponents of highest human genius, I felt myself in the presence of a wonderful power, and for a moment gazed and wondered and speculated what further unfolding of the triumphant powers of steam and engineering talents might be possible in the future. How but the most unthinking mortal in the world could stand in the presence of the thirty-four described "United States Military Railroad" locomotive engines, scattered at intervals through the compartments of this engine house, without having this feeling come over him, and a feeling that under existing circumstances must and will carry conviction to his mind that here is a power for the successful prosecution of this war, without which all the enactments of Congress, proclamations of the President, special orders and commanders in chief of the army and numbers and patriotism of our troops in the field can avail but little. There are sixty engines belonging to the road—forty five new ones and fifteen old ones. The new ones have all been built since the commencement of the war, and are the best engines of the class that ever were built, weighing from thirty five to forty tons each, and ten thousand dollars their average cost. Their names are decidedly military, having among them Mars and Hercules, and after these mythological fighters, the names of several of our leading generals. It was amusing to hear the different remarks and orders about the engines—as for instance:—

"What are you going to do with General Hooker?"

"Put on a new blower."

"How is General Burnside?"

"A screw loose."

"Where is General Couch?"

"Played out."

"How is the J. R. Devereux?"

"Always ready."

I noticed among the engines the Secretary, which, it will be remembered, on the 26th of August was fired into at Bristow and Catlett's Stations. Indentures made by the rebel bullets are still visible in its jacket. This is the crack engine for speed on the road.

IRON CLAD ENGINES.

At one time there was serious thoughts of making all the engines iron-clad, to ensure protection against sudden guerilla or other assaults. Six engines had this iron bullet proof covering of three eighth inch thickness, and were used as the initiative experiment. For the purpose of resisting assault they worked admirably; but the confined air, heat and impossibility of escape to the engineer and his assistants in case of the engine being forced off the track has led to their abandonment. These iron clads were only intended to resist bullets, they would stay the progress of a shell no better than so much brown paper. I observed in the house the iron-clad engine introduced in Baltimore after the attack made April 19, 1861, upon the Sixth Massachusetts regiment.

MACHINE SHOP AND WAREHOUSES.

The machine shop is on a scale with everything else. The building is large and full of engines undergoing repairs, and machinery and workmen. Some half dozen engines were being repaired, among them the large ten wheel engine Rapidan, captured from the rebels. The machinery is nearly all new and of great extent and variety. A punching and shearing machine, a boring mill and hydrostatic press attracted my particular attention; the last is capable of a pressure of one hundred and forty tons. There are one hundred and twenty-eight workmen employed in this building.

Two warehouses, besides a coppersmith and tin shop, are in contiguity to the machine shop. These are filled with smoke stacks, tenders, bolts, screws, oil carps, oil cans, lanterns and miscellaneous stock of engine and car repairing and furnishing supplies.

I should have stated above that in the machine shop an engine is being built to work the drawbridges on the Long Bridge, which now has to be done by hand.

SUPERINTENDENT'S OFFICE AND THE TELEGRAPH.

A long, wooden building of one story, painted brown, contains the offices of the superintendent and his assistants, and the railroad telegraphic agent and his assistants. Here all the directing work is done, and messengers are flying to and fro, and pens are swiftly writing continually. Every article that passes over the road is manifested here with the same precision and regularity as though their transportation was paid for. And this reminds me to say that the stereotypic ticket office and money changing are the only features of a great railway office not be found here. The busiest time is before the departure of a train, as any one who has a carpet bag, box or any description of baggage, must first get a ticket of transportation before it can be received on the cars. Amusing scenes frequently occur in the development of contraband goods attempted to be smuggled into the army. Examination of this baggage gives busy employment to the Provost Marshal, and writing the tickets of transportation equal busy employment to the superintendent.

In the telegraph office there are three operators, Mr. O. H. Torrance, the chief. Connection from this office is had with Washington and all the stations on the road. The convenience, to say nothing of the necessity of most instantaneous connection with the various stations, is apparent.

OTHER BUILDINGS ON THE GROUND.

I will not stop to describe all the buildings on the ground in detail. Near the building described above is what was formerly a private residence, but is now used as the railroad hospital, under the care of Dr. Kirby. It is an old, but good sized frame dwelling, and answers admirably the purpose to which it is put. A dozen patients are about the average under treatment for sickness, with occasional cases of maiming from accident. I should state that this is not a government institution, but a sort of individual affair, gotten up by the employes on the road. A tax on each one's pay of one per cent pays the expenses.

The sign "Soldiers' Rest, United States Sanitary Commission," conspicuous on the top of a large new board building, tells not only where are the headquarters of this charitable institution, but where the wounded or sick or tired soldier can obtain temporary rest and refreshment. Contributors to this charity would have their hearts gladdened at the sight of the boxes of clothing, lemons, books, jellies, lint, bandages and other auxiliary comforts for the sick and wounded, and many a father and mother, and brother and sister would invoke heaven's highest and noblest benedictions on this charity, at seeing the care given a loved one or brother. Diagonally opposite this building, and the counter contemplation roused a strange feelings in my mind, is the old slave pen of Alexandria. Underneath its first coating of white paint are still visible the words, "Price, Burch & Co., dealers in slaves." It is now used as a prison for deserters and soldiers arrested for drunkenness and breaches of the peace, but it will be understood, greatly altered from what originally was. Headquarters of the construction corps, which in its proper course I will mention more specifically. A neat house and several small houses used as dormitories make up the residue of buildings on the railroad ground proper.

AMOUNT OF ROLLING STOCK.

Additional to the engines and tenders described above, there are some six hundred box cars now employed on the road. These are all new or nearly so, and are very strongly and substantially built. Some thousand platform and skeleton cars make up the balance of the rolling stock. These are likewise in good running order, and like the other cars are all labelled with those unmistakable words of ownership, United States Military Railroad.

TRAINS RUNNING DAILY.

At the present time some forty trains are run daily on the road. Each train averages a dozen cars, which cannot be increased on account of the heavy upward grades. A time table is prepared and printed, and the cars run upon it with as much precision as on any road. Of course, no attempt is made at great speed. To keep these trains running on a single track, with no loss of time, requires, as may be imagined, a pretty clear and practiced head, which, happily, the road has both in Colonel McCallum, General Superintendent of the army military roads, and Colonel Devereux, Special Superintendent of this road.

Occasionally special trains are run, as when it becomes necessary for the Major General commanding the army to make hasty speed to Washington and like rapidity of movement back to the army. On such occasions the track is cleared and the train made up only of the engine and a single passenger car. Going with the ten A. M. train from Alexandria are two passenger cars, which makes journeying to the army more comfortable than it used to be on open cars, with cinders flying in your face, or box cars, with nothing but the floor or cracker boxes or bags of oats to sit upon.

AMOUNT OF TRANSPORTATION.

The amount of transportation daily carried over the road is immense. In addition to troops and ordnance stores, about one hundred and fifty car loads of forage are carried daily, and forty to fifty car loads of commissary stores. The quartermaster and commissary depots are at the wharf, where the goods are loaded on the cars.

NUMBER OF EMPLOYES.

In all the departments of the railroad there are about eight hundred employes. This embraces superintendents, clerks, engineers, conductors, brakesmen, machinists, &c. All receive liberal pay, and the utmost fidelity is required, or summary dismissal follows. There are two sets of workmen, one for the day and one for the night, as the railroad is never idle.

OFFICERS OF THE ROAD.

The following are the officers of the road:—

Colonel D. C. McCallum, Military Director of the United States military railroads.

Colonel J. N. Devereux, Superintendent.

A. Andrews, Chief Engineer.

J. J. Moore, Engineer-in-Chief Orange and Alexandria Railroad.

M. J. McCricket, Train despatcher.

T. D. Irish.

J. R. Van Zant, Agent.

Wm. N. McCafferty, Master Machinist.

F. M. Boley, Superintendent at Washington.

J. Y. Smith, Master of motive power.

All these officers are gentlemen of experience and unwarried industry, and their united labors and skill have brought about the present splendid system. The conductors, Messrs. Whitney, Riggs & King, are accomplished gentlemen, as all having occasion to travel on the road can attest.

MEANS OF DEFENCE.

It would be an immense thing for the enemy to pounce down upon this grand centre of our army railroad operations and disturb the possession and workings thereof. Against the possibility of such attempt, however, proper precautions have been made. Around all the buildings I have described extends a stockade with eleven bastions. The stockade is about twelve feet high and the bastions twice this height, the latter affording space for two rows of riflemen to work at the same time, and artillery, of which there is an adequate supply on the ground. A construction corps, as it is called, numbering some three hundred men, act as the guard. There is also a magazine on the ground. This guard have fine quarters and are well armed, but are ununiformed. During the daytime they are employed in miscellaneous labor, so that their services are not lost.

HEADQUARTERS, FIFTH ARMY CORPS, Sept. 28, 1863.

REVIEW BY GENERAL CORTEZ.

Our monotony was broken upon by a review of this corps to-day by General Cortez, of Mexican memory. Accompanying General Cortez were Generals Meade, Humphrey and Pleasanton. Only a few moments' notice was given of the intended review; but, with the promptitude characteristic of this corps, the troops were quickly in position—the infantry in line of battle by brigades and the artillery likewise in order of battle, their pieces unlimbered and the cannoniers standing by them, sponges in hand. The men never looked better, and their martial bearing and neat and soldierly appearance elicited the highest encomiums from the reviewing officers. The artillery brigade under Captain Martin was particularly complimented.

THE M'CLELLAN TESTIMONIAL.

Very general disapprobation is expressed at the order forbidding receiving further contributions towards the General McClellan testimonial, and enjoining return of the money already paid in. Our officers and men fail to see any difference between making a presentation to General McClellan and the usual presentation made nearly every day in the army. I know that in some of the regiments the enthusiasm was such that money was paid for every man who ever belonged to the regiment. When the countermanding order came over $10,000 had been paid in this corps.

CONSCRIPTS STILL COMING.

Each day continues to bring additional conscripts, and these pleasant days are improved in drilling them. Two days ago six hundred arrived, under care of the Major of the Thirty-second Massachusetts regiment.

MUSICAL ENTERTAINMENT.

Last evening a musical entertainment was given by some members of the Ninth Massachusetts regiment. It was a spirited, pleasant affair; both singing and playing was of the highest order.

ON PROVOST GUARD DUTY.

The First Michigan and Eighteenth Massachusetts regiments of this corps have been detailed as provost guard in Culpepper. A more judicious selection could not have been made, for better disciplined regiments are not in the service.

RUMORS.

It would be idle to give the rumors looking to future movements. All we know is that we are here and pleasantly located, and enjoying the pleasantest of weather, and with very small numbers in the hospitals. Each day finds the men ready for the day's orders, look they to continuance here, to continuance towards Richmond, or continuance in any direction.

OCTOBER 4, 1863.

A QUIET SUNDAY.

Excepting brief cannonading this forenoon on our left, the cause and purpose of which I have not learned, this has been an exceedingly quiet Sunday. Of course the usual Sabbath inspections and dress parades have taken place; but these are stereotypingly monotonous and are deemed no infringement on camp quiet. The bright beauty of the day I am glad to say, however, has elicited unwontedly protracted playing from the several bands in this corps. No less than five were playing at one time; but not sufficiently near each other to create jarring discord. I came upon the bands in the course of my morning ride, and the groups listening to the alternating soul stirring and soul soothing strains, evidenced music in the souls of our brave boys. There is high and healthful and holy power in music in these far away camps. Between the soldier cut off from home, and moping melancholy, there is often only a thin partition. Music dispels this melancholy, and cheers and gladdens the heart. Wafted upon the moving and bodiless air are loved forms looking love and encouragement. There is spirit, communion and sweet and soothing joy, and renewed and manlier strength to go forth and meet the shadowy future. Sancho Panza blessed the man who invented sleep, soldiers blessed the man who invented music.

SEING A GHOST.

James Lansing, of the Sixty-second Pennsylvania regiment, is a firm believer in ghosts. This belief is modern in its origin, and it originated thus: Last evening he and several members of his company were discussing the subject of execution for desertion, and reference very naturally was made to the recent execution in this corps. The body of the executed man is buried but a short distance from the company's camp. The conversation diverged into a discussion about ghosts, and wound up by one of the party betting a month's pay that Lansing did not dare go to the grave of the executed man and step over it three times. Lansing started, and the proof of his going there was to be three notches cut in the board at the head of the grave. The one making the bet equipped himself with a piece of canvass and a long stick, and hurrying to the grave, which he reached first, and lay in wait for the arrival of his betting companion. Lansing advanced close to the grave. The stick, the canvass and the soldier extemporized a ghost of seeming colossal height. A sepulchral grave came in as a fitting accompaniment.

"God have mercy on my soul. Save me, save me," ejaculated and ran Lansing.

"And you really believe you saw a ghost?" said one of the party, after Lansing had sufficiently recovered from his fright to tell the result of his venture.

"I don't believe it—I know it," replied the victim of the joke. "He was twenty feety feet high—and such groans!"

Is it to be wondered at that the aforesaid Lansing is a firm believer in ghosts?

A PICKET KILLED.

An unfortunate occurrence transpired yesterday near our picket line, resulting in the killing of private Wm. Trich, Company I, Ninth Pennsylvania reserves, and wounding of Sergeant Bane, of the same company, and regiment. They belonged to the picket reserve, and in strolling about came near the Rapidan Station, on the railroad, where, it seems—but wherefore it would puzzle an unmilitary man to guess—there was a gap between our pickets and those of the adjoining corps of some fifty rods either side the railroad track. Through this gap four rebels had made their way, either consciously or unconsciously as regarded the position of our pickets. Underneath a woollen blanket the quartet were cultivating "tired nature's sweet restorer," or else took this recumbent position to better keep themselves hid from prying Yankee eyes. Our men spied the blanket, raised it, saw the rebels, and told them they were their prisoners. One of the four, who afterwards proved to be a lieutenant, jumped to his feet, drew his revolver and shot Pritch through the heart, killing him instantly. He then fired at Sergeant Bane, hitting him in the hip. The Sergeant fired on the Lieutenant, who fell dead in his tracks. At the first fire the other three rebels took to their heels, leaving in their fright their pieces behind them. Sergeant Bane, wounded as he was, fired on them, but, of course, was unable to pursue them. The coolness and coolness of the Sergeant has elicited proper praise from his superior officers. The deceased was a young man, and had proved himself a good soldier in many a hard fought battle.

REGIMENTS REINLISTING.

The present topic of paramount interest is the recent order relative to regiments reinlisting, which order has, of course, reached you before this from your army headquarters' correspondent. I am certain that most of the army will reinlist at once under the stipulations and inducements set forth in this order. The inducements are on a liberal scale, but it is the liberality of a liberal government, and one that aims to deal justly and fairly with its defenders and supporters. It is this liberality, this justice, this fairness that calls out such favorable response on every side. The extra bounties weigh something, but the controlling influence lies deeper, in patriotism, in faith in the government, in assurance that rebel resistance cannot hold out much longer.

COMPLAINING BRIGADIERS.

As uneasy lies the head that wears a crown, so not all who wear the single star on their shoulders experience the utmost smoothness in their military career. Glory and the rough have to go together. A late order, taking away from brigadiers the ambulances heretofore furnished for conveyance of their baggage has caused a howling and lamentation among them. The result will be compulsory giving up many luxuries heretofore enjoyed. I think they will live through it.

PRESENTATION TO COLONEL TILTON.

An elegant sword, sash and belt were yesterday presented to Colonel Tilton, Twenty-second Massachusetts regiment, commanding First brigade, First division. It was the gift of the officers of the regiment. The usual speeches were made and the usual amount of concomitant liquids were disposed of. Colonel Tilton has been absent some time on sick leave, and the presentation was as pleasant as it was unexpected surprise to him.

GENERAL BARNES

Much regret is felt at the loss of General Barnes from this corps through his appointment as Military Governor of Norfolk.

Mr. George H. Hart's Despatch.

TWELFTH ARMY CORPS, IN VIRGINIA, Sept 25, 1863.

EXECUTION OF A DESERTER.

An occurrence, lately not unfrequent in the army, transpired to-day—the execution of a deserter. The culprit was a private in Company D, One Hundred and Forty-fifth New York Volunteers, named John Timlin, a young man of about twenty-two years of age, and a resident of the Sixth ward, New York city, where his parents at present reside.

The court martial by which he was adjudged passed sentence some ten days since, and as there were no mitigating circumstances in connection with the case its verdict was the infliction of the extreme penalty of the law—death. At one o'clock to-day, under the escort of a detachment of the provost guard of the First division, he was marched to the spot selected for the execution of the sentence—for the performance of a life drama in which he was the principal actor. The usual formula prescribed by military law were complied with, the division being drawn up so as to form the three sides of a square, and on the imaginary line of the fourth side were situated the grave, coffin, prisoner and executioners.

But I will be brief in my description, as many minutely detailed accounts have already been given to the public, and this differs from the others in no material particular. Owing to the extreme nervousness of one of the men selected to inflict the penalty, he fired before the word of command was issued by Captain Whitney, the Provost Marshal, which caused a desultory fire by the rest of the men, twelve in number, the pieces of four of whom were charged with blank cartridge. The man fell pierced by eight balls, one of which only inflicted a mortal wound, penetrating the right lung. He struggled unconsciously for between two and three minutes, at the expiration of which, on examination, by the attending surgeons—Dr. Twford, of the Twenty-seventh Indiana, and Dr. Chapman, One Hundred and Twenty-third New York—life was pronounced extinct. The deceased endeavored to escape punishment by feigning insanity, but he was foiled in his design by a commission of surgeons appointed to investigate, whose decision was unanimous as to his sanity.

Timlin up to the last moment refused spiritual consolation, and repulsed all efforts made by chaplains in their endeavors to exercise an influence that would tend to prepare him for the dread ordeal through which all men must pass. His replies were generally characterized by gross profanity. Thus he lived, and thus he died.

Mr. Thomas M. Cook's Despatch.

CULPEPPER, Va., Sept. 27, 1863.

ALL QUIET—RUMORS.

At the present writing the situation of affairs in this vicinity is unchanged from that of the past few days. Everything is quiet along the lines. But the lines are full of rumors, the truthfulness of any one of which would certainly cause a movement very soon. But I have learned to place very little reliance on rumors, but to be ready at all times for anything that may occur. It would be contraband for me to say to exactly what these prevalent rumors point; but it will not be contraband if I express myself as somewhat in the embarrassing predicament of the Michigan Judge who, after listening very long and attentively to the conflicting summing up of a case by two very earnest lawyers, with great gravity rendered his judgment. "Gentlemen," he said, "the Court is befogged. If the counsel for the prosecution is correct, the defendant is a rascal. If the gentleman who has spoken for the defence is to be believed, the prosecutor is a scoundrel. I accept both statements, and therefore believe neither party. Mr. Clerk, dismiss the case." I disbelieve all floating rumors, and therefore know nothing myself and have no opinion to render.

AN ATTACK UPON LIEUTENANT WILLIAMS—WOUNDED.

A very outrageous affair occurred at noon yesterday almost within the lines of our army. Lieutenant H. R. Williams, of the Brooklyn Fourteenth regiment, Acting Assistant Quartermaster of the Third corps, had occasion to ride a few miles from corps headquarters in search of a wagon. He was accompanied by an orderly, and was riding leisurely along the highway when three men in citizen's dress sprang out from a clump of trees in which they had been concealed and ordered him to halt. The Lieutenant, being unarmed excepting a sabre, turned his horse, and, putting spurs to him, attempted to run away. The highwaymen fired several shots from revolvers after him, one of which took effect in his right thigh, fracturing the bone close up to the thigh joint. The wounded officer fell from his horse; but, the miscreants having run in an opposite direction on firing, he was nearly helpless. He managed, however, to drag himself into the woods beside the road, where he set to work saving his own life. Tearing his garments, he made a strong ligature which he put about the limb above the wound, then, getting a strong stick, used it as a tourniquet, and thus prevented the flow of blood. In this manner he lay for two hours, when his assailants returned and assisted him to a house near by. They proved to be a lieutenant and two privates of the Second North Carolina cavalry, belonging to White's or Mosby's gang. They had wounded the officer so seriously that they saw no hope for his life, and therefore left him, though not without first searching him for valuables. But the officer had been too thoughtful for them. While lying wounded in the woods he had judiciously concealed his watch, money, papers and sabre, so that the guerillas had a bootless victory. The orderly had escaped unhurt, and returned in hot haste to camp, telling the story at headquarters. A squadron of cavalry was immediately sent out after the guerillas, with an ambulance for Lieut. Williams. The guerillas escaped and the lieutenant was rescued. The surgeon who dressed his wound after his rescue thinks the limb may be saved. He has been sent to Washington.

Lieutenant Williams has not been attached to his regiment for about a year. During several months of that period he served on the staff of Acting Brigadier General Phelps, commanding First brigade, First division, First army corps. He was subsequently placed in charge of the balloon department of the Army of the Potomac, which he managed until that department was suspended, and since that time he has been connected with the staff of General French, commanding the Third army corps, as Acting Assistant Corps Quartermaster.

Mr. D. P. Coningham's Despatch.

IN THE FIELD, Sept. 29, 1863.

PICKETS.

There is nothing of importance transpiring just now in camp. Our pickets and the enemy's appear to be on rather friendly terms. It is strange to see men doing duty together in the same field, most likely having an occasional *tete-a-tete*, when you reflect that the same men may be engaged the following day in dreadful strife.

THE CHANCES OF A BATTLE

along the Rapidan, which, from the massing and marching of troops at both sides, looked imminent, are now passed over, and it is generally believed that we will have no fight for some time at least. All eyes are now turned to the West, to the mighty struggle going on between Rosecrans and Bragg, in which the strength, the power and military genius of both armies seem pitted against each other.

DESERTERS—GENERAL LEE.

We have deserters coming within our lines every day, and they state, I am told, that the enemy's force is considerably reduced on the south of the Rapidan, as the most of Lee's forces have been sent off to reinforce Bragg and Longstreet. It is even said that Lee himself has gone there, and that General Anderson is now in command of his army.

Desertion is now very prevalent from the rebel lines. While the Carolina troops were on the south of the river they could not send them on picket duty, for they threatened to come over *en masse*. In confirmation of this I have on hand an old copy of a Richmond paper, dated September 6, in which is an account of the shooting of the following ten men for desertion and for shooting their officer, Adjutant Mallett, who was in pursuit of them. They belonged to Company H, Third North Carolina, Stuart's brigade. Their names were:—

Francis Bunn, James Ellis, W. H. Kelly, R. D. Clarke, John B. Bledsoe, John L. Rainer, John Futch, Henry Bricol, R. Bunn and Dorsey Bunn.

It is not strange that such men cannot be trusted.

FINANCIAL.

To contrast the relative value of rebel paper currency and ours, in Culpepper an article that would cost a dollar of theirs we can buy for fifteen cents. Our silver dollar is worth twelve dollars paper currency in Richmond.

This gives you an idea of the faith they have in the success of their cause.

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