

FULLER'S DRUGS

A Band of Buckeye Boys Who Rendered Famous Service.

By CHAS. I. ADKINS, Co. K, 27th Ohio.

CHAPTER III.

FROM CAMP CHASE TO ST. LOUIS, MO.

It was about midday, Aug. 14, when our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

While the accommodations were not in every respect up to previous conditions with most of the boys, were seen before our enlistment. The shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

PENALTIES FOR FRESH FISHNESS.

The fresh-fish period of a soldier's life never lasts more than a week or 10 days, and is filled with incidents and episodes that teach him many lessons, and in a wise man, he learned by experience that there was no such matter to change from the walk of a civilian to the march of a soldier.

To sleep without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

While the accommodations were not in every respect up to previous conditions with most of the boys, were seen before our enlistment. The shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

Each shanty without beds; but from our Captain reported his company to camp headquarters, where, after being duly received we were assigned to camp quarters, and for a few days we took up our abode in Uncle Sam's shanties.

then some, brought the gun to an order with precision and force, but instead of the inhabitants were unduly demonstrative in their display of loyalty, as was the case in some of the southern Indiana towns. The regiment disbanded, and orders were strict, forbidding any of the liberty of the town.

For the want of continuous transportation the regiment, by companies and by squads, occupied vacant buildings, old sheds, and box cars, as the only quarters available for the night. We reached Lawrenceburg about an hour before sunset, and our camp was pitched in the town. It was my lot to be quartered, with others of Co. K, in a box car which still bore evidence that the last load of passengers were of the kind. Oh, how true that man knoweth what a day may bring forth. Just one week ago last night we slept in a marble hall, beneath the brilliant gaslights; but to-night we were in a little box without even the glow of a lightning bug!

While on the boat we had filled our canteens with river water, and now that we had been cut off from the freedom of the town, those who were thoughtful enough to bring rations sent about trying to find their mouths in the dark, with the diet

Our stop there was short, but long enough to supply the wants of 1,000 hungry men, to fill 1,000 haversacks and 1,000 canteens with refreshments, and 1,000 hearts with gratitude. When the conductor shouted "aboard," the band played "The Girl I Left Behind Me."

It was not far from the hour of noon when we reached Vincennes, Ind. Having crossed the Wabash we were soon flying across the country, and in a few days we were in the arms of the attractive scenery. Towns and villages could be seen as far as the eye would reach, and the landscape presented a most beautiful scene of rare beauty, apparently presented upon a great canvas, like a mammoth cyclorama, just for the gratification of the eye.

This ride through the Sucker State was a grand one. It was somewhat longer than that of the Tall Man who kept himself busy in calling attention to features of special interest. Stubby was making a lot of noise, crouched down on a car seat, with his snoring voice thrown wide open.

ON TO MISSOURI.

At 6 o'clock in the afternoon we reached East St. Louis. There being no bridge at that time by which we could cross the Mississippi River to St. Louis, we were transported across the river by the boat which was tied up for the night. Sentinels were posted to prevent the boats from going ashore. There was still plenty of Washington commissary in our haversacks and canteens with which to supply our wants.

The following day everything was in motion. The regiment was ordered to march to Co. K was reported absent. The Tall Man could not be found. Some said that he had been seen on the boat; others, that he had been seen on the train; and Stubby said he had seen him since we got the good grub back in Indiana.

The regiment was ordered on shore, and a band playing "Our Benjamins Make Tyranny Tremble," we marched up one of the principal streets.

AN AMERICAN PATRIOT.

In route I saw a man standing in the street reviewing the regiment. He was about six feet tall, rather slender with a few wisps of hair, and a very noticeable, well-learned soldier when going to war. We were taught by experience, we would never miss the rations again, and the haversack ran dry.

Although such predicaments were a little tough at the start, there was generally fun enough from some source to chase away melancholy. While some of the boys were groping around in the car, in the darkness, trying to find some undisputed spot to make their bed, others were arguing and kicking for more territory on which to stretch at half length their tired limbs. Stubby was sitting in the car door, with legs hanging out, munching his hardtack, occasionally taking a swallow from his canteen. The Tall Man was frequently pacing back and forth along the line, from Uncle Sam down to the west private in the ranks; and when Stubby offered the man without a word, he would say "I'm a patriot."

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by an hour, it was suddenly stopped by the bumper at the end of the switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

force of the impact and stop, officers, horns and musicians, mingled in an impromptu game of leapfrog over the car seats, hardly without serious hurts. All in all, the night we spent in that unpatriotic town, was unduly demonstrative in their display of loyalty, as was the case in some of the southern Indiana towns. The regiment disbanded, and orders were strict, forbidding any of the liberty of the town.

For the want of continuous transportation the regiment, by companies and by squads, occupied vacant buildings, old sheds, and box cars, as the only quarters available for the night. We reached Lawrenceburg about an hour before sunset, and our camp was pitched in the town. It was my lot to be quartered, with others of Co. K, in a box car which still bore evidence that the last load of passengers were of the kind. Oh, how true that man knoweth what a day may bring forth. Just one week ago last night we slept in a marble hall, beneath the brilliant gaslights; but to-night we were in a little box without even the glow of a lightning bug!

While on the boat we had filled our canteens with river water, and now that we had been cut off from the freedom of the town, those who were thoughtful enough to bring rations sent about trying to find their mouths in the dark, with the diet

Our stop there was short, but long enough to supply the wants of 1,000 hungry men, to fill 1,000 haversacks and 1,000 canteens with refreshments, and 1,000 hearts with gratitude. When the conductor shouted "aboard," the band played "The Girl I Left Behind Me."

It was not far from the hour of noon when we reached Vincennes, Ind. Having crossed the Wabash we were soon flying across the country, and in a few days we were in the arms of the attractive scenery. Towns and villages could be seen as far as the eye would reach, and the landscape presented a most beautiful scene of rare beauty, apparently presented upon a great canvas, like a mammoth cyclorama, just for the gratification of the eye.

This ride through the Sucker State was a grand one. It was somewhat longer than that of the Tall Man who kept himself busy in calling attention to features of special interest. Stubby was making a lot of noise, crouched down on a car seat, with his snoring voice thrown wide open.

ON TO MISSOURI.

At 6 o'clock in the afternoon we reached East St. Louis. There being no bridge at that time by which we could cross the Mississippi River to St. Louis, we were transported across the river by the boat which was tied up for the night. Sentinels were posted to prevent the boats from going ashore. There was still plenty of Washington commissary in our haversacks and canteens with which to supply our wants.

The following day everything was in motion. The regiment was ordered to march to Co. K was reported absent. The Tall Man could not be found. Some said that he had been seen on the boat; others, that he had been seen on the train; and Stubby said he had seen him since we got the good grub back in Indiana.

The regiment was ordered on shore, and a band playing "Our Benjamins Make Tyranny Tremble," we marched up one of the principal streets.

AN AMERICAN PATRIOT.

In route I saw a man standing in the street reviewing the regiment. He was about six feet tall, rather slender with a few wisps of hair, and a very noticeable, well-learned soldier when going to war. We were taught by experience, we would never miss the rations again, and the haversack ran dry.

Although such predicaments were a little tough at the start, there was generally fun enough from some source to chase away melancholy. While some of the boys were groping around in the car, in the darkness, trying to find some undisputed spot to make their bed, others were arguing and kicking for more territory on which to stretch at half length their tired limbs. Stubby was sitting in the car door, with legs hanging out, munching his hardtack, occasionally taking a swallow from his canteen. The Tall Man was frequently pacing back and forth along the line, from Uncle Sam down to the west private in the ranks; and when Stubby offered the man without a word, he would say "I'm a patriot."

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

It was learned in the morning that we were not the only victims subjected to a severe night. A portion of the band and several commissaries were on the siding at the time. Some of the men broke off, and the car started down the grade. Some of the occupants, waking, they did get up. Here we go! and connected with the main track there, it was a collision with an incoming train; but, after running about half a mile, it was stopped by a switch, and by

SHAKEN FROM SLEEP.

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men kept up all night long, and it is needless to say that the morning dawned with a headache and aching muscles.

Death of the Mother of the Infamous Outlaw. At the Home of the I. O. O. F., Springfield, O., Monday, Nov. 23, Mrs. Quattrill, the mother of the famous guerrilla, William Quattrill, aged 84 years, passed from this life into the Beyond. Her remains were brought to Canal Dover, O., her former home, for interment. Several years since, through the efforts of the Grand Master of the I. O. O. F. of the Iron Valley Reporter, and postmaster of Canal Dover, admission was secured for Mrs. Quattrill to the Home, her husband, Thomas Quattrill, having been a member of the schools at said town, where Mr. Scott received his education. Mr. Quattrill died just before he was sent out of the civil war. His son, Bill, as he was familiarly known to the citizens of Canal Dover and this city, left his home for Kansas, in the year 1858, and returned about 18 years later, upon arrival, he taught school for a short period. Soon thereafter he was heard from as a member of the then noted "Border" Quattrill, having been a member of the Confederate service, and with the James boys, the Youngers, the Fords, and others, organized a guerrilla band, in which he was chosen leader, and by their many depredations terrorized the whole Territory of Kansas and other sections of country in which he held forth. One of the most notorious acts by him committed, in 1861, in the burning of Lawrence, Kan., the looting of the bank and the massacre of many citizens of the town in cold blood. In 1865, Quattrill, in company with his son, was taken through Kentucky, was mortally wounded by one of Gen. E. H. Hobson's command, and shortly afterward died in a hospital at Louisville, Ky., 15th Pa. Co., taken an old lady, and esteemed by all her acquaintances. She could not believe that her son William was as bad as reputed, and for many years she believed that he was still living. Since the war Mrs. Quattrill had several times, in the State of Missouri, visited members of the Quattrill family, and by her visits she was royally received and entertained. Peace to her ashes.—GEO. W. BOWEN, New Philadelphia, O.

For the want of continuous transportation the regiment, by companies and by squads, occupied vacant buildings, old sheds, and box cars, as the only quarters available for the night. We reached Lawrenceburg about an hour before sunset, and our camp was pitched in the town. It was my lot to be quartered, with others of Co. K, in a box car which still bore evidence that the last load of passengers were of the kind. Oh, how true that man knoweth what a day may bring forth. Just one week ago last night we slept in a marble hall, beneath the brilliant gaslights; but to-night we were in a little box without even the glow of a lightning bug!

While on the boat we had filled our canteens with river water, and now that we had been cut off from the freedom of the town, those who were thoughtful enough to bring rations sent about trying to find their mouths in the dark, with the diet

Our stop there was short, but long enough to supply the wants of 1,000 hungry men, to fill 1,000 haversacks and 1,000 canteens with refreshments, and 1,000 hearts with gratitude. When the conductor shouted "aboard," the band played "The Girl I Left Behind Me."

It was not far from the hour of noon when we reached Vincennes, Ind. Having crossed the Wabash we were soon flying across the country, and in a few days we were in the arms of the attractive scenery. Towns and villages could be seen as far as the eye would reach, and the landscape presented a most beautiful scene of rare beauty, apparently presented upon a great canvas, like a mammoth cyclorama, just for the gratification of the eye.

This ride through the Sucker State was a grand one. It was somewhat longer than that of the Tall Man who kept himself busy in calling attention to features of special interest. Stubby was making a lot of noise, crouched down on a car seat, with his snoring voice thrown wide open.

ON TO MISSOURI.

At 6 o'clock in the afternoon we reached East St. Louis. There being no bridge at that time by which we could cross the Mississippi River to St. Louis, we were transported across the river by the boat which was tied up for the night. Sentinels were posted to prevent the boats from going ashore. There was still plenty of Washington commissary in our haversacks and canteens with which to supply our wants.

The following day everything was in motion. The regiment was ordered to march to Co. K was reported absent. The Tall Man could not be found. Some said that he had been seen on the boat; others, that he had been seen on the train; and Stubby said he had seen him since we got the good grub back in Indiana.

The regiment was ordered on shore, and a band playing "Our Benjamins Make Tyranny Tremble," we marched up one of the principal streets.

AN AMERICAN PATRIOT.

In route I saw a man standing in the street reviewing the regiment. He was about six feet tall, rather slender with a few wisps of hair, and a very noticeable, well-learned soldier when going to war. We were taught by experience, we would never miss the rations again, and the haversack ran dry.

Although such predicaments were a little tough at the start, there was generally fun enough from some source to chase away melancholy. While some of the boys were groping around in the car, in the darkness, trying to find some undisputed spot to make their bed, others were arguing and kicking for more territory on which to stretch at half length their tired limbs. Stubby was sitting in the car door, with legs hanging out, munching his hardtack, occasionally taking a swallow from his canteen. The Tall Man was frequently pacing back and forth along the line, from Uncle Sam down to the west private in the ranks; and when Stubby offered the man without a word, he would say "I'm a patriot."

When the night was far spent, and all were sleeping, save the sentinels, I was pacing his beat near by. A locomotive shoved a cut of cars down the side track, with a heavy bump, against the Co. K train.

So hard was the collision that the car went several times its length, and the man on top narrowly escaped losing his head. The wheels, having been prevented from rolling, the car was tilted, which extended above the deck. Those inside were thoroughly shaken up and a good deal frightened.

The hour of the collision was a little late, as there was no more sleep that night; a general free-for-all camp fire, with the men