

The Lexington Intelligencer.

A PRETTY WAR STORY

Written by a Veteran of Price Camp at Oak Grove.

MEN FOUGHT AGAINST GREAT ODDS.

Love of Mother Predominated—Wept at Leaving Old Homestead.

The following interesting war story is taken from the last issue of the Oak Grove Banner. It was read before the Oak Grove camp of confederate veterans ten years ago by George Ab. Campbell and reproduced in the Banner recently by special request.

THE STORY.

"Thirty-four years ago you and I took our position and played our part in a great upheaval that took place in that year. We stood upon our then broad-spreading prairies in the bloom of young manhood. When the war cloud was lowering and was soon to burst in blood and tears; when the wild blast of the bugle called to arms, we rallied from prairies and hills. To the heavy tramp of horsemen and the solemn tread of the infantry, the unfurling of the banner to the breeze of the new born republic—our beloved Dixie land, my mind runs back with flowing remembrance and with sadness as well, as I think of the many marches, the trying scenes of war, when worn and weary as we plodded along, some of us humming a pleasing song, while others were gleeful under the most trying scenes.

"One of the most glowing periods of the war to me was Gen. Price's retreat from Missouri. Our company left the army at Lexington and came home after an absence of over two years. The greeting that no one but the true-hearted can describe, the joy of grasping the hands of the dear ones of home, yet there was one above all others—mother, dear mother—whom the grave had hidden from my sight forever in this world. All seemed live, yet desolation has set up his throne in the absence of her who above all others my heart yearned to meet. After staying at the dear old homestead three days, we met to return to the army. As we ascended the top of the hill at Chapel Hill, I lingered behind, and as I stood upon the rocky ledges I could see the dear old homestead in the dim distance. A thousand tender memories filled my heart. I thought as I gazed it might be my last look at home, and I burst into tears and wept like a child. I lingered behind until I could suppress my emotion.

"To give a description of what followed will take a reader pen than mine. We passed through Jackson county, where but three years before stood happy homes; nothing but chimneys, that stood like sentinels standing guard over the vast wilderness of waste, with nothing to break the silence of the solitude but the hooting owl and the howl of the wolf. Desolation reigned supreme. We caught up with the army south of Pleasant Hill. March, march, for two nights and one day, until about 2 o'clock the second night, we stopped and slept about two hours.

"Just before day we were aroused by the roar of the Sharps rifles that were pressing our rear. 'Fall into line, men, fall into line; the enemy is pressing our rear!' We mounted on jaded horses more dead than alive. When we reached the prairie the sun was just coming up, and so were the Yankees. After falling back some five or six miles Gen. Marmaduke and Gen. Cabel's men had formed into line of battle and waited the coming of the blue coats. Instead of attacking them in front, they threw out flanking columns on the right and left flanks and charged them from both flanks and in front. They stood as it were in the jaws of death, and then ensued a hand to hand conflict. The shout of the victors and the cry of the vanquished! The 'angel' of death seemed to have ascended to the hill tops and had erected an empire in one short hour. Gen. Cabel and Marmaduke surrendered in mercy to

save the lives of their men. But the bulk of them were heroes that could die but not surrender, so they cut their way out. All the artillery but what belonged to Shelby's brigade was captured. Gen. Shelby's men crossed over Mime creek and took position on the hill south of Little skirt of timber. The same flank game was played on us, and before we were aware of it we were surrounded. As soon as we saw the true situation you could see resolution depicted on the faces of the men. I do not remember whether we were ordered to charge or whether it was by common consent of the men; they tiptoed in their stirrups and gathered up their strength like some mighty giant, and charged the closing federal flanks. It was a feat of valor that will be sung in song and story. The giant wings of the federal columns swayed back like they were turning on hinges to let such heroes pass. The black plume of Col. Elliott was seen in the thickest of the fray, leading his men to escape or death. One of the bravest of the brave, of Co. I, James Hedges, had his horse killed under him as he went out. Wm. Price turned round and told him to jump on behind him. He made the effort but failed. He told Price to save himself. Hedges faced about, commenced to fire his pistol, and kept shooting until they were in twenty feet of him. When he had spent his last load he cried, 'Sirs, I surrender; I have shot my last load at you.' One of the federals said 'kill him,' but another federal, as brave as he was gallant, cried out, 'I will kill the man that attempts to kill that young man.' This was told me by a union soldier who saw it. We were completely demoralized. I did not see but one of our company until late that night. We could look forward for miles and see our army in full retreat, and to look back, it made my heart sick. The victorious army in full pursuit, we could hear cheer after cheer from the pursuing hosts. About one hour before sundown Col. Jackson charged them and drove them back one mile, doubling up their front. I stood on top of a hill and watched the brave men struggling against such odds, and have often wished that I could have claimed part of the honor they deserved. The next morning before daybreak fire was set to wagon loads of powder. It lit up the heavens for miles around, and the earth seemed to tremble. Nothing of importance occurred until we reached Newtonia on the 26th of October. Gen. Price made his last stand. The men were all dismounted but Elliott's and Irvin's men, Elliott's on the left wing and our's on the right; the dismounted men in the center behind a stone fence. The second Colorado cavalry was attempting to flout our men behind the stone fence. Our regiment was ordered to drive them back. We took off our coats and buckled them to our saddles to prepare ourselves for the mighty contest. The order was given to charge. We leaned forward in our saddles with spur in the horses flanks, and with a cheer we ascended the top of the ridge. We were greeted with a rain of canister and grape shot, like a storm cloud. The brave Colorado brigade began to reel like a drunken man. Just here I will have to stop, for a Sharps rifle ball struck me and an old gray-headed member of this lodge, who is a lion in combat and has a heart as big as a mule, carried me back to the rear. But the second Colorado was punished and driven back one-half mile.

"In conclusion, let us keep the names of those who fell in the lost cause green in our memories, nor allow the ruthless hand of time to sprinkle the dust and ashes of forgetfulness over our hearts. An elapse of thirty-two years finds us old, gray-headed men, our footsteps once so bold and fearless now feeble, and realizing that we too must soon pass away. But let us live so that when we have answered the last roll-call and got marching orders for the better land, that we can pass over the river and rest under the shade of the tree of life, where no battle-flags are unfurled and peace reigns supreme forever."

If it is not in this paper, it didn't happen.

RAILROAD ASSESSMENTS IN THE STATE.

Missouri's Record Compared With That of Illinois, Iowa and Kansas

BY OUR SECRETARY OF STATE, SAM B. COOK.

Interesting Facts for Tax-Payers Showing Which Party Discriminates in Matter.

Secretary of State Sam B. Cook makes a comparison of railroad assessments in Missouri with the assessment of this class of property by the republican states of Illinois, Iowa and Kansas the subject of the second chapter of his political hand-book.

The figures which are taken from the official records make specially interesting reading for tax-payers.

The charge is made in each campaign, says Mr. Cook, by hired republican stump speakers that the state board of equalization, which is composed of the governor, secretary of state, auditor, treasurer and attorney-general, in discharge of their sworn duty discriminate in favor of corporations in fixing assessments.

This is a serious accusation, and if true should drive from public life every man who is thus faithless to public trust.

Let us look at the records and see if the charge is true. The democratic party challenges a comparison of records on this important subject as well as in all other matters pertaining to the conduct of state affairs.

What are the facts?

THE REPUBLICAN RECORD.

The record show that during the six years the republicans were in power in Missouri, the railroads were permitted to escape taxation altogether.

Taxes were high in those days. The people were sorely embarrassed to meet the demands of the state, but these great corporations were permitted to go scot-free.

Not a republican newspaper nor a republican orator has ever had the fairness to mention this chapter in the history of their party nor the courage to attempt an explanation of such gross official favoritism.

THE DEMOCRATIC RECORD.

Now let us look at the democratic record.

The assessment of railroad property in Missouri has steadily increased under democratic control until it reached last year a total of \$82,765,125.29. This is exclusive of street railways and railroad bridges, which swell the total to \$110,671,478.91!

From nothing under republican rule to over \$80,000,000 under democratic management is the record the republican party managers must face.

The railroads of Missouri, including all branch lines, now bear an average assessment of \$11,430 per mile. Certainly if Missouri's democratic officials have been fairless in assessing railroads, our intelligent and solicitous republican friends can point to some republican state which would serve as an object lesson in well doing.

COMPARED WITH REPUBLICAN STATES.

Missouri is bounded on the east, north and west by republican states. Many of our railway systems traverse all four of these great states. Missouri certainly has none the best of either in railroad development. A comparison of the four states, therefore, gives the relative merits of their respective assessments.

The official figures for 1900 make the following showing:

Illinois, per mile.....	\$ 7,726
Kansas, per mile.....	5,870
Iowa, per mile.....	4,981
Missouri, per mile.....	11,430

So if democratic Missouri has been faithless in the assessment of railroads, what is to be said of republican Illinois, where the valuation per mile is \$3,704 less, or of republican Kansas, where the valuation per mile is \$4,530 less, or of stalwart republican Iowa, where the valuation per mile is \$6,449 less?

COMPARISON OF MAIN LINES.

But this is not all. While the average assessed value per mile, including all branch lines, in Missouri

is \$11,430 the assessment of the main lines, such as the Missouri Pacific, Wabash, Burlington, Rock Island, Frisco, M. K. & T., Santa Fe and Chicago & Alton, range all the way from \$13,000 to \$19,000 per mile.

If our republican friends are sincere and want to be fair, let us compare the assessment of these main lines in Missouri with the valuation fixed by the republican states in which the roads or operated.

THE BURLINGTON.

The Burlington, for instance, operates in all four of the states. The following table tells its own story:

Illinois, value per mile.....	\$ 9,001
Kansas, value per mile.....	7,000
Iowa, value per mile.....	11,229
Missouri, value per mile.....	15,226

Nearly twice as much in Missouri as in Illinois; more than twice as much in Missouri as in Kansas, and a third more in Missouri than in Iowa.

THE WABASH.

The Wabash does not operate in Kansas, so we will have to omit that state from this table:

Illinois, value per mile.....	\$ 7,355
Iowa, value per mile.....	3,021
Missouri, value per mile.....	18,493

THE MISSOURI PACIFIC.

But this comparison, bad as it is for the republicans, is not all. The Missouri Pacific operates in Missouri and Kansas, and here are the figures:

Kansas, value per mile.....	\$ 7,492
Missouri, value per mile.....	19,011

THE CHICAGO & ALTON.

And then here is another comparison that tells the same story. The Chicago & Alton operates in Missouri and Illinois. Its lines in the latter state are greatly enhanced in worth by the immense value of its terminal facilities in the city of Chicago. The Alton's line in Missouri is a mere branch as compared to its Illinois property. Here is the record for this road:

Illinois, value per mile.....	\$ 9,549
Missouri, value per mile.....	18,704

THE STREET RAILWAYS.

But there is still another record which the republicans will be very slow in bringing to public attention. Prior to the year of 1898, the street railways of this state were assessed by the local assessors, the state board of equalization making its first assessment of this property that year. Let us compare the records of the republican officials of St. Louis with that of the democratic state board of equalization.

The state board last year assessed the street railways of St. Louis at \$18,675,516 11.

The records of the assessor's office for the city of St. Louis show that the street railways of that city were assessed by the local republican assessors for the year 1897 at \$5,558,920.

So it will be seen the democratic officials were not content with doubling the assessment made by the republicans, but they tripled it.

HOW MISSOURI RANKS.

Instead, therefore, of the records sustaining the republican campaign charge that the democrats have discriminated in favor of the railroads in making assessments, they show:

First—That the republicans of Missouri failed to impose one dollar of taxes on these corporations during the entire six years of their power.

Second—That the democrats increased the assessment of this property from nothing to over \$82,000,000.

Third—That democratic Missouri assesses railroad property 48 per cent higher than republican Illinois.

Fourth—That democratic Missouri assesses railroad property 60 per cent higher than republican Kansas.

Fifth—That democratic Missouri assesses railroad property 130 per cent

higher than rock-ribbed republican Iowa.

Sixth—That the democratic state board of equalization assesses the street railways of St. Louis more than 200 per cent higher than the republican city officials.

County Reading Circle. The Lafayette County Reading Circle will meet at Odessa Saturday, April 12 and the following programme will be observed.

PRACTICAL NATURE STUDY.

1. "Plant Life for Spring Study." Miss Bertha McElroy
2. "Animal Life for Spring Study." Miss Ursula Branch.

LITERATURE.

1. "The Bunker Hill Monument Oration." Supt. L. J. Mitchell. Discussion: Supt. W. C. Sebring.
2. "Self Reliance." Miss Mary Bryan.
3. "The Merchant of Venice." Miss Mary McClelland. Discussion: Miss Ethel Dawson.

Let everybody come prepared to discuss the above subjects and make this the best meeting of the year.

JOS. KUEHLS, Pres.

C. A. PHILLIPS, Sec'y.

CITIZENS TICKET.

The citizens ticket won at Higginville Tuesday by majorities ranging from 117 to 167. The following officers were elected:

- Daniel Hofer, mayor, over E. W. Holland. Majority 167.
- C. W. Jackson, police judge, over H. Y. Plattenburg. Majority 119.
- John Fortner, marshal, over Will Mount. Majority 132.
- W. W. Hutchason, collector, over S. R. Williamson. Majority 121.
- Jos. W. Layne, assessor, over William Bunch. Majority 117.
- Fred Newman, alderman first ward, over M. Breckenridge. Majority 20.
- J. E. Wilks, alderman second ward, over Geo. T. Payne. Majority 16.
- Otto Korhanks, alderman third ward, over Alonzo Barnes. Majority 48.
- Geo. A. Chamblin and Sam J. Kleinschmidt were elected members of the school board.

Birthday Entertainment.

Mrs. John Morrison gave her twins, little Miss Elizabeth and Master William Morrison, a birthday supper Wednesday evening, to which a large number of their little friends were invited. The supper was followed by a box party at the New Grand. It was a royal occasion for the urchins and to say they enjoyed both supper and theatre is putting it mildly.

Directors Elected.

Thirteen directors for the Lexington Building and Loan association were elected on Tuesday of this week, as follows:

- W. G. McCausland, T. J. Bandon, Charles W. Loomis, George Hutchison, Louis Gratz, Walter B. Wandell, J. R. Moorehead, August Egle, Joseph L. Lona, Henry Stinauer, Isaac O. Hays, Albert Winkler, and J. G. Crenshaw.

School Election.

At the annual school election, held Tuesday, Messrs. B. T. John and George P. Venable were re-elected directors. The vote on the increased tax levy was 65 for and 26 against. Sixteen voters declared themselves favorable to county supervision, while 58 voted against.

Baseball Monday.

An interesting game of base ball will be played at the academy campus Monday afternoon between the Elks and the W. M. A. The proceeds will go into the exchequer of the Elks for the benefit of that lodge. This game will be worth going to see and there will doubtless be a large attendance.

Annual Stallion Show.

On next Monday the annual stallion show of Lafayette county will be held at Lexington. There will no doubt be a large attendance and the day will prove an interesting one to horse owners.

The biggest joke in this section of country is Connor, the Kansas City weather prophet.

WAS IT THE MAYFLOWER?

Point Raised That Will Interest American Historians.

VESSEL BRINGING PILGRIM FATHERS

In Doubt—The Iconoclast Asks Many Perplexing Questions.

(E. J. Carpenter, in the Boston Transcript.)

There is an iconoclastic spirit abroad which delights in destroying or mutilating our most cherished traditions. It is in just such spirit that the question is raised: Did the pilgrims come to this country in the Mayflower?

At first thought, such a question is shocking to the patriotic as well as to the historic sense. Such a question has never before been raised—to raise it seems almost a blasphemy. And yet, given as we are in the present day to critical researches into details of our colonial history, it is certainly not an impropriety to discuss the question of the vessel by which our pilgrim fathers reached these shores, and the authority upon which we have set the Mayflower before us as an object of veneration. A little volume entitled "Mayflower Essays," written by the Rev. G. C. Blaxland, at one time domestic chaplain to the bishop of London, and as such custodian for some years of the original Bradford manuscript, contains a brief note, in which attention is called to the remarkable fact that in no place in his narrative does Governor Bradford record the name of the vessel in which the first party of Plymouth colonists made their voyage. An examination of the history shows this statement to be correct. Bradford's description of the two ships in which the colonists set sail is exceedingly meager.

At length, after much travel and these debates, all things were got ready and provided. A small ship of some sixty tone was bought and fitted in Holland, which was intended as to serve to help to transport them, so to stay in ye cuntry and attend upon fishing and such other affairs as might be for ye good & benefit of ye colone when they came ther. Another was hired in London, of burden 6 score; and all other things gott in readiness. . . Thus hoysing saile, with a prosperous winde they came in short time to Southampton, wher they found the bigger ship come from London, lying ready, with all the rest of the company. . . All things being now ready, & every business dispatched the company was cald Together. . . Then they ordered and distributed their company for either ships, as they conceived for ye best. And chose a Gov. and 2 or 3 assistants for each ships, to order ye people by ye way, and see to ye disposing of there provisions, and such like affairs. All which was not only with ye liking of ye maisters of ye ships, but according to their desires. Which being done they sett sayle from thence aboute ye 5 of August. . . B ing thus put to sea they had not gone farr, but Mr. Reynolds ye Mr. of ye lesser ship complained that he found his ship so leak as he durst not put farther to sea till she was mended. So ye Mr. of ye bigger ship (cald Mr. Jones), being consulted with, they both resolved to put into Dartmouth & have her searched and mended, which accordingly was done, to their great chag & losse of time and a fair winde."

The narrative proceeds with the statement that the company again put to sea, but when "above one hundred leagues without the Lands End" the master of "ye small ship" again complained of leaks, and both ships came about and put into Plymouth. Here the smaller vessel was pronounced unseaworthy and abandoned, a portion of her company and of the provisions were placed on board the larger vessel, and at length a final departure was made. In all this narrative, detailed as it is in other particulars, the two vessels of the expedition are designated as the "smaller ship" and the "bigger ship," but nowhere is the name of either given; indeed, in no place in his

(Concluded on sixth page.)