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MONTAGUE MARKS, 23 Union S uare N. Y.

AHEAD OF CONGRESS.

MANY ROADS HAVE GIVEN TRAVELERS WHAT THEY DEMANDED

THE C. H. & D.

Did Not Wait for the Interchangeable Mileage Bill to be Passed.

The general passenger agent of one of the important systems of roads in the Central Traffic Association territory, in conversation with a reporter of the Indianapolis Journal, said: "I see by the Journal of Wednesday that the commercial travelers' bill for interchangeable mileage has been favorably received and will likely be passed at the next meeting of the Senate. The Commercial Travelers' Association have spent a great deal of money and time in pressing this bill. The passage of the bill will undoubtedly help them in some parts of the country, although in the more densly-populated and busy parts of the community the demands of business are more likely to produce favorable methods for the free interchange of business than can be accomplished by legislation, as, for example, the recent announcement, that, commencing with the 1st of January, the thousand-mile tickets of the Cincinnati, Hamilton & Dayton, which are sold for $20, are accepted for passage over not only their connections but competing lines, and this mileage book gives a man the choice of a commercial territory covering over ten thousand miles of railroad. For instance, this ticket is honored from Cincinnati to St. Louis over the issuing road, in connection with the Vandalia, and also over the competing lines, the Big Four and the Ohio & Mississippi It is also good between Louisville and Cincinnati, good between Chicago and Cincinnati over two roads, good between Cleveland and Cincinnati over two roads, good between Columbus and Cincinnati, good between Cincinnati, Toledo and Detroit, so that so far as the Central States are concerned, the field is practically covered by the liberal action of the Cincinnati, Hamilton & Dayton Railroad, in advance of the proposed legislation."

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WASHINGTON, D. C.,

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Published at the National Capital.

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Devoted to the interests of ex-soldiers and sailors and Sons of Veterans.

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THE NATIONAL TRIBUNE,
47m. Washington, D. C.

A CHANCE TO MAKE MONEY!

The times are hard, but here is a good show. In the last month I have made $75 selling Climax Dish Washers. I never saw anything take like they do. When my women see me wash the dinner dishes, clean and dry them in one minute, they buy on the spot. Anyone can make $5 a day right at home easy. I have not canvassed, so anxious are the people for the Climax they send for them. Write to the Climax Mfg. Co., Columbus, Ohio, and they will send you circulars. It is easy selling when everybody wants to buy. I will make it come your way.

CONRATH BLACK RASPBERRY.

It is superior from Co Crop, nearly rival large, absolutely hardy, vigorous grower. A RUNNER MAKER. $150.00 PER ACRE. Also Strawberries, Fruit and Ornamental trees and plants. 500 Acres. Introducer Winter Banana Apple and New Prolific Peach. Write for Illustrated Catalogue and Price List.

GREGING BROS. Monroe, Mich.

$300.00 FOR A NAME OF A FLORAL WONDER.

For particulars see Vick's Floral Guide for 1895, which contains colored plates of Vick's Dwarfing Aster, Sweet Pea, Vegetables, Tulips and Gold Flower, Honest Illustrations, descriptions that describe, not delude; 176 pages, 1 cent. Printed in 17 different colored inks. Sent on receipt of 10 cents, which may be deducted from first order. Vick's Seeds contain the germ of life.

OREGON SWEET PEAS

Small Quantities at Wholesale Prices.

40 Cents a Pound Postage Paid.

We have grown lots of Sweet Peas the past summer of a very fine quality to be able to give our friends a real treat. 25 varieties and colors mixed. Think of it, a pound only 40 cts.; half pound 25 cts.; quarter pound 15 cts.; ounce 10 cts.

GOLD FLOWER, Grand Bedder, Charming Pot Plant, and excellent for Borders.

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Cures Rheumatism, Insomnia, Sciatica, Lumbago, Neuralgia, Gout and Neuralgia. Also Prevents or Stops Going Out of the Blood, which has been caused by Accumulation of Acids in the Blood. Price, $2; Gold Covered, $3. Send for Illustration and References. For sale by

COLLARS AND CUFFS that are *waterproof*. Never wilt and not effected by moisture. Clean, neat and durable. When soiled simply wipe off with a wet cloth. The genuine are made by covering a linen collar or cuff on both sides with "celluloid" and as they are the *only* waterproof goods made with such an interlining, it follows that they are the only collars and cuffs that will stand the wear and give satisfaction. Every piece is stamped as follows:

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The Celluloid Company,
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Combination Sleeper and Reclining Chair Car Between Cincinnati and Jacksonville, Ill., via C. H. & D. and I. D. & W.

The Cincinnati, Hamilton and Dayton have added another new car for the benefit of their Cincinnati and Jacksonville travel. This car is one of the latest combination sleeping and chair cars ever built by any company in the world, and will prove a welcome addition to their already perfect service. This new car will leave Cincinnati at 7:30 p. m., arriving at Indianapolis at 10:55, and at Jacksonville, Ill., at 7:10 a. m. This train is one of the favorites out of Cincinnati, and with the new equipment will prove doubly acceptable to the traveling public.

A Free Offer to Our Readers.

"The Heart" is the title of an excellent paper lately published. Not until we read this instructive treatise did we have the true conception of how wonderful is the work of the human heart.

We quote by special permission of the author the following from the preface:

"Very few people have ever given the attention to their hearts that this important organ warrants. This wonderful little machine which is not much larger than your hand, and only about two and a half inches thick, labors day and night without rest, performing such an ormous amount of work as to be almost beyond belief. Physiologists say each pulsation or contraction of the heart exerts 50 pounds of force, which amounts to 3,600 a minute, 216,000 an hour and the inconceivable number of 5,184,000 in a single day. Now, it is necessary that all this vast amount of labor should be done, and well done every day. The health will surely suffer in consequence of the least failure on the part of the heart to properly perform its duties. When it is weak or deranged it directly affects every organ in the human body and they are unable to perform their duties from lack of blood and moral force. Those organs that are more intimately associated with the heart are usually the first to feel the effects when it is irregular and fails to perform its proper functions."

This treatise is very artistically illustrated with handsome plates, and, although strictly scientific, is written in a popular language, making it very interesting reading for all. The editor of this paper has made special arrangements with the publishers to have this treatise sent free to any reader who sends a postal card and mentions this paper, to The Miles Company, Elkhart, Ind.

If You Are Wise, Read This.

It isn't much to tell you, but it will please the traveling public we therefore refrain from keeping it to ourselves. It is a money saver when traveling, and affords all the comforts and privileges of first class travel. It is called the Buckeye mileage ticket, and is good over sixty-four transportation lines. Cost is $20, and good one year. Write W. H. Fisher, Genl Pass. Agent, Buckeye Route, Columbus, O., for leaflet giving full information. 48a

Cheap Excursion to the South.

On March 5th, April 2d and April 30th, the Buckeye Route will sell excursion tickets to all points in Alabama, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee, Virginia and certain points in Georgia and Florida, which will be furnished on application to W. H. Fisher, General Pass. Agent, C. H. V. & T. Ry., Columbus, O. Tickets will be good thirty days to Virginia points and twenty days to all other points. Rate one fare the round trip via the Buckeye Route. Don't forget the dates. 48j

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Evergreens, both Common and Rare and Choice Varieties, Deciduous Trees, Ornamental Trees of all kinds. Large Trees for Park and Street Planting. Hedge and Bordering Plants, Budding Stocks and Root Grafts, Nut Trees, Ornamental and Flowering Shrubs, Tree Seeds. We have a larger assortment than any other nursery in America.

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When you send the list cut out this advertisement and we will send you by mail, post paid, one small **Evergreen Tree, Free,** or we will send twenty samples of our trees, 6 to 16 inches high, 5 or 6 sorts, for **25 Cents** in stamps. Write at once

The Evergreen Nursery Co.,
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FOUR BRAVE ELLETS.

THE GALLANT CAPTAINS OF THE MISSISSIPPI RAM FLEET.

First Appearance of the Rams at the Battle of Memphis—Dashing Through the Smoke to Strike the Enemy—Death of the Leader.

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MEMPHIS, the Vicksburg of its time and head of Confederate navigation on the Mississippi, was taken by the Union fleet in a brilliant naval battle June 6, 1862. In a great degree the desperation as well as the most picturesque features of the fight were due to the actions of the wooden rams of the contending fleets. The southern flotilla consisted of river steamers fitted out with guns and rams. It lay in double line of battle along the wharves of the city, and when the Union vessels, gunboats in front, steamed down the river opened fire. In rear of the Union gunboats, some miles up the river, in fact, but hastening to the scene, were the rams Queen of the West, Monarch and Switzerland. These terrible engines of war had been fitted out at short notice by Charles Ellet, a clever and inventive engineer. They were ordinary river steamers like the Confederate rams, but not so effectively remodeled for war. To afford some protection to the boilers bulwarks two feet thick were placed around them, and solid timber bulwarks 12 to 16 inches thick fastened from side to side strengthened somewhat the hulls. An Ellet commanded on the decks of the first two—Colonel Charles, the Queen of the West, and his brother, Alfred W., the Monarch.

Civilians by training, they had to win their spurs fighting the terrible rams which long ruled the Mississippi for the Confederacy. Ellet's rams carried no guns. A dozen sharpshooters were the sole fighting force on board. Neither were they armed with ramming beaks. Great weight, strong motive and striking power, celerity and audacity in attack were what the designer had aimed to secure. On approaching Memphis that morning in all haste, just as dawn broke, a cannon shot was heard down the river. Colonel Ellet called from the deck of the Queen to his brother on the Monarch: "It's a gun from the enemy. Round out and follow me. Now is our time."

The Union gunboats maneuvered in front of the Confederate ships without pushing the attack, until the rams hove in sight. Then they opened line to make room for the Queen and Monarch, which held the lead in this order. Passing the gunboats at full speed, the Queen disappeared in the wall of smoke that lay between the opposing fleets and made straight for the center ram of the Confederate line, the General Lovell. The Lovell, which was the flagship and under steam, moved out beautifully to accept the bold challenge. The antagonists rushed together, bows on. The people on board the other ships and the citizen spectators crowding the bluffs held their breath, expecting a head end collision that would send both rams to the bottom instantly. But the Lovell suddenly turned her port to shore. On went the veteran Ellet with the Queen, crashing into the southern ship with full force. The bow of the Union ram cut the timbers of the Lovell in two, so that she instantly filled with water and sank before she steamed a dozen lengths. At the moment of collision a pistol ball fired from the deck of the Lovell struck Colonel Ellet in the knee, giving him a wound that prostrated him and caused his death two weeks later.

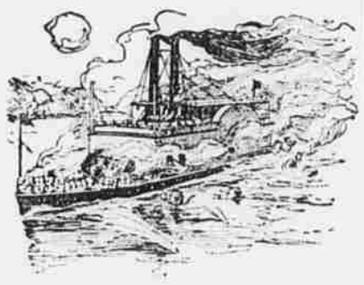
Lying prone on deck, the wounded commander ordered the Queen to be turned on the nearest enemy, but she was immediately rammed on both sides at once by two of the enemy's ships, the Beauregard and Sumter, losing one paddle wheel in the encounter. Meanwhile the Monarch came to the spot. Seeing a new antagonist, the Beauregard turned and made for her, while the Price rushed in to plant a blow on the opposite side. But the second Ellet was worthy his namesake and leader. Skillfully sheering the Monarch he let the impetuous Confederates ram each other. The Beauregard crashed into the Price, taking off a wheel and sending her to shore in the wake of the disabled Queen and with precisely the same injury. Before the Beauregard could turn, the Monarch rammed her and a shell from the gunboat Benton at the same moment pierced the boiler of the unlucky ship. Noting that his enemy was in a sinking condition, Ellet towed her to shoal water and took off her crew. Thus ended the fight of the rams.

In the staff of the ram fleet at Memphis was a boy 19 years of age doing duty as a medical cadet. He was Charles Rivers Ellet, son of the commander. When he heard of his father's wound, he hurried to his side, but the old hero was in no mood for tender scenes. Handing the boy a flag, he told him to row quickly to the Memphis wharves and nail the stars and stripes to the tallest spire in the city. The order was carried out in the face of savage threats from the mobs of the streets, who hustled and jeered the brave fellow, and finally pelted him with stones. This was the first deed of real war performed by the youthful novice, but it was not to be his greatest, neither his last. Promoted to command the Lancaster, a new addition to the fleet, he sailed, in company with his uncle and the Monarch, down the river to see what was going on at Vicksburg.

Farragut's fleet from New Orleans lay below the batteries of this Gibraltar of the Confederacy. The Ellets managed to communicate with the admiral by crossing the neck of land opposite the town. Farragut ordered the upper fleet to move down and join him. Returning up the Mississippi with the message the Ellets steamed into the unknown waters of the Yazoo, covering Vicksburg on the north. In alarm the Confederates there destroyed three gunboats, and with no enemy to fight, the Monarch and Lancaster proceeded to Memphis. The upper fleet moved down the river to unite with Farragut. Colonel Alfred W. Ellet about that time turned over the ram fleet to the boy colonel and proceeded to organize a command as unique in its way as was the ram fleet and which was to include that. This was the Mississippi Marine brigade. Besides the rams there was a large force of sharpshooters and infantry and cavalry for land service, the whole corps being designed for irregular warfare in the rivers and bayous of Tennessee, Mississippi, Arkansas and Louisiana.

Young Ellet chose the Queen for his flagship and joined the naval squadron at Vicksburg. While Grant was preparing to get across Young's point it was discovered that both Vicksburg and Port Hudson—the stronghold which held Banks and the gulf fleet and army, below—received supplies from Red river. This stream drains a rich region and empties into the Mississippi between Port Hudson and Vicksburg. Ellet was selected to run the Vicksburg batteries from above, get into the Red river and establish a blockade. On the morning of Feb. 3, 1863, he started in the Queen and passed the first battery at full speed. An alarm gun from the fort aroused the gunners below, and when the Queen arrived opposite the city a score of guns played upon her. Moored to the levee Ellet saw the large steamer Vicksburg. Turning the ram, he gave the steamer a fearful blow, and with shot rattling all about the Queen, stopped to toss lighted cotton balls aboard the Confederate.

The Queen had been prepared for this hazardous trip by chaining a bulwark of cotton bales around her weakest parts. These were fired by the enemy's shells, and while all hands were at work cutting them loose to cast overboard, the powerful current swept the ram down the stream. Without further adventure the Queen reached Red river and destroyed everything afloat and along shore. Three Confederate steamers loaded with stores for Port Hudson were taken and burned. Others were sighted from the decks of the ram, but they turned tail and made all speed up stream to get out of the way. Finally the Queen ran out of coal. As there were no supplies outside army lines Ellet returned toward Vicksburg. A laden coal barge from the naval stores above was floated past the batteries at night. Picking that up, he returned to Red river. More steamers carrying army stores were given up to the torch, and in a land foray an army wagon train was disposed of in the same way. Unluckily a pilot, who was either treacherous or ignorant, ran the Queen aground



QUEEN OF THE WEST RUNNING THE BATTERIES.

under the guns of a fort. The enemy opened with 32 pounders, making every shot tell. Many of the crew fell, and a shot cut the steam pipe, letting out clouds of scalding vapor. The scene was terrible for a moment and there was no help for it but to throw over cotton bales, put the wounded on them and trust to fate on the waves. Ellet was one of the last to leave. On a cotton bale he escaped, and meeting the only prize he had spared—the New Era, captured the day before—he continued up the river until he had picked up all his unfortunate crew. Turning again, he made his way into the Mississippi to the army landing which had been established below Vicksburg.

The audacity of the Ellets and their rams set the fashion for running the batteries on the river. A month after the boy colonel's exploit in the Queen he again ran past the Vicksburg guns in broad daylight with the ram Switzerland. His cousin, John A. Ellet, attempted to follow in the Lancaster, but the boilers of the latter were exploded by a shell, and the vessel went to pieces and sank. Her captain and crew saved themselves on the ever ready cotton bales. The Switzerland was hit many times, and a solid shot penetrated the boiler, but she got through to Farragut's rendezvous. Young Ellet soon gave the Switzerland to his cousin, and she did good service on Red river. The boy colonel returned to his fleet above Vicksburg, but the exposure and hardship of his daring and adventurous life had undermined his frail system, and he retired from the field on leave. Soon after Vicksburg, which he had battled for so bravely, was conquered this gallant young commander died. The new gunboats and ironclads quickly sent wooden rams to the rear in active warfare, although the Ellet fleet, under different commanders, kept their flags on high until the Mississippi region ceased to be a battleground. General Alfred Ellet's marine brigade took part in numerous expeditions throughout 1863-4. The men were gunboat sailors and soldiers at the same time and would leap into the saddle for a wild foray inland to the haunts of guerrillas and partisans who infested the regions along the rivers and bayous. Like the Carolina swamp avengers of Marion and Sumter in the Revolution, Ellet's marines will long be remembered in Tennessee, Louisiana and Texas. GEORGE L. KILMER.

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Children Cry for Pitcher's Castoria.

Toledo & Ohio Central---Columbus Div.

FORMERLY T C & C Ry.

TIME TABLE,

Trains South No 4	No 10	No 2	STATIONS	Trains North No 3	No 9	No 1
p m	a m	a m		a m	p m	p m
5 15	11 25	7 00	Toledo.....Lv	9 55	2 55	8 25
5 20	11 30	7 05	Yondota St..	9 50	2 50	8 20
5 25	11 35	7 10	Prentice ...	9 45	2 45	8 15
5 30	11 40	7 14	Hobart.....	9 40	2 40	8 10
5 37	11 46	7 21	Lime City...	9 31	2 32	8 01
5 45	11 54	7 29	Dowling.....	9 22	2 23	7 52
5 48	11 57	7 33	Dunbridge...	9 18	2 20	7 48
	p m					
5 53	12 02	7 38	Sugar Ridge	9 13	2 16	7 43
6 01	12 10	7 46	Bowling G'n	9 05	2 09	7 35
6 08	12 17	7 53	Portage.....	8 57	2 01	7 28
6 13	12 22	7 57	Mermill.....	8 52	1 56	7 23
6 17	12 26	8 01	Mungen.....	8 48	1 53	7 19
6 21	12 29	8 05	Trombley....	8 45	1 50	7 15
6 24	12 32	8 08	Cygnet.....	8 42	1 47	7 12
6 35	12 43	8 19	Weiker.....	8 31	1 36	7 01
6 41	12 50	8 25	VanBuren...	8 25	1 30	6 55
6 50	12 55	8 31	Stuartsville.	8 20	1 25	6 50
6 59	1 04	8 40	Nth Findlay	8 10	1 15	6 40
7 04	1 10	8 45	Findlay	8 05	1 10	6 35
7 17	1 23	8 58	Eagle Creek.	7 52	12 58	6 23
7 24	1 30	9 05	Arlington ...	7 46	12 52	6 17
7 32	1 38	9 13	Williamst n	7 39	12 44	6 10
7 38	1 44	9 20	Dunkirk.....	7 33	12 38	6 04
7 44	1 51	9 27	Blanchard...	7 26	12 31	5 57
7 55	2 05	9 40	Kenton.....	7 15	12 20	5 4[illegible]
8 10	p m	9 55	Buxton.....	7 00	p m	5 29
8 18	.....	10 03	Ridgeway ...	6 50	.....	5 20
8 27	.....	10 11	Lyons	6 43	.....	5 11
8 35	.....	10 20	W Mansfield	6 35	.....	5 04
8 41	.....	10 26	Liberty.....	6 29	.....	4 58
8 49	.....	10 33	Raymonds....	6 21	.....	4 51
8 53	.....	10 37	Peoria	6 17	.....	4 47
8 58	.....	10 43	Otter.....	6 12	.....	4 43
9 08	...	10 52	Marysville....	6 04	.....	4 33
9 15	.....	11 00	Dipple.....	5 56	.....	4 25
9 25	.....	11 10	N California	5 46	.....	4 15
9 32	.....	11 17	Kile.....	5 37	.....	4 07
9 37	.....	11 22	Amline.....	5 32	.....	4 02
9 42	.....	11 27	Hilliards	5 27	.....	3 57
9 48	.....	11 33	Highway	5 20	.....	3 5[illegible]
10 00	.....	11 45	WColumbus	5 07	.....	3 37
10 10	.....	11 55	Columbus...	5 00	.....	3 30
p m		a m		a m		p m

J. M. FERRIS, Gen'l Manager
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Time card January 7th, 1894.

GOING SOUTH

		P M	A M	A M	A. M.	P. M.
Chicago.....	Lv.	7 45			†7 30	
					P. M.	
Detroit.....	"	.....	.....	*8 05	†2 20	.....
Toledo	"	.....	*6 50	†10 30	*5 20	.....
Fostoria	"	.....	8 00	11 35	6 35	.....
Carey	"	.....	8 27	12 01	7 02	.....
Up. Sandusky	"	A. M.	8 50	12 32	7 35	.....
Marion.....	"	*5 30	9 23	1 05	8 10	.....
Prospect	"	5 48	9 40	1 20	8 30	.....
Delaware.....	"	6 10	10 03	1 42	8 53	.....
Columbus.....	Ar.	7 00	10 50	2 25	9 35	.....
Columbus.....	Lv.	*7 25	.....	†3 00	.....	*6 20
Lancaster.....	"	8 40	.....	4 15	.....	7 35
Logan.....	"	9 20	.....	5 05	.....	8 06
Nelsonville	"	9 57	.....	5 35	.....	8 30
Athens.....	"	10 30	.....	6 05	.....	9 00
McArthur.....	"	†10 22	.....	6 10	.....	.....
Gallipolis	"	11 55	.....	7 31	.....	.....
Middleport	"	12 29	.....	8 08	.....	.....
Pomeroy.....	Ar.	12 35	.....	8 15	.....	.....
		P. M.	A M	P. M.	P. M.	P M

GOING NORTH

		A M	P M			
Pomeroy.....	Lv	†4 30	†2 50	.....	.....	.....
Middleport...		4 36	2 56	.....	.....	.....
Gallipolis.....		5 15	3 35	.....	.....	.....
McArthur.....		6 49	5 06	.....	P M	.....
Athens.....		*6 45	*5 05	.....	†12 25	.....
Nelsonville...		7 18	5 35	.....	12 54	.....
Logan.....		8 00	6 20	.....	1 15	.....
Lancaster.....		8 37	6 56	.....	1 51	.....
Columbus....	Ar	9 50	8 05	A M	2 55	.....
Columbus....	Lv	†10 10	*8 30	*5 00	*3 45	.....
Delaware.....		10 55	9 15	5 45	4 30	.....
Prospect.....		11 13	9 38	6 06	4 51	.....
Marion		11 30	10 00	6 24	5 10	.....
Up Sandusky		12 17	.....	7 10	6 00	.....
Carey.....		12 34	.....	7 30	6 18	.....
Fostoria.....		12 58	.....	8 00	6 48	.....
Toledo.....	Ar	2 05	.....	9 10	8 00	.....
Detroit	Ar	†6 20	.....	†1 30	*10 45	.....
Chicago.....	Ar	*7 55	*7 25	†5 25		.....
		P M	A M	P M	P M	.....

*Daily. †Daily except Sunday

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