

REVERSED BY A COLLISION.

An Old Brakeman Tells of a Queer Railroad Accident He Witnessed.

"The most remarkable wreck I was ever in," said an old brakeman, "happened on the Short Line between Pewee and Beard's some years ago. It was a freight wreck. I had charge of the La Grange accommodation and was bound in to Louisville. We were following hard upon the trail of train No. 32, also bound for Louisville. Train No. 14 was coming in our direction. It had been delayed some minutes at Pewee, but expected to make up the time and side track between Pewee and Beard's on schedule time, so that train No. 32 would have the right of way.

"The delay was what caused the trouble. The side track I am telling you about was just behind and under a hill. Train No. 14 had just backed on to the side track, and before the switchman could shift the switch train No. 32 came dashing around the hill. The engineer saw the danger. He turned down the throttle with a hard shove and whistled 'down brakes.' His efforts were of no use, however. Train No. 32 turned in on the side track and went crashing into No. 14. All the cars of the train, 14, were stripped off the track as clean as if they had been peas in a pod. The shock of the two trains meeting was, of course, terrific. The whole of train No. 32, including the locomotive, toppled off the track. Remarkable as it may seem, only the cars of No. 14 were thrown off the track.

"When the two trains struck, the engineer of 14 had his hand on the throttle, about to stop his train. The shock threw him out of the cab, and the wrench threw upon the throttle again and reversed the engine. When the cars had been stripped off the track, the locomotive went 'wild' down the track toward La Grange. We of the La Grange accommodation had by this time neared the curve. I was at the head of the train as lookout. I heard the sound of a locomotive approaching and signaled the engineer of our train to reverse his engine. He had hardly time to jump to the throttle when the wild locomotive crashed into us. I was thrown, I reckon, 50 feet and came out of it with two broken legs. No one else was hurt, but the La Grange accommodation was a day late. No, I don't railroad any more."

—Louisville Courier-Journal.

Excursion to Denver, Pueblo, Manitou, Etc., July.

For the meeting of National Educational Association, July 5 to 12, of present year, the T. St. L. & K. C. R. R., Clover Leaf Route will issue special round trip tickets at greatly reduced rates. Ample limits, stop-overs, privilege of change in route, (going one, return another) beyond St. Louis. Side trip to various Colorado tourist points at small cost additional. Through Sleepers or free reclining chair cars will be arranged for upon early application. For further particulars call on nearest agent Clover Leaf Route or address C. C. Jenkins, Gen. Pass. Agent, Toledo, O.

Hot Springs Semi-Weekly Excursions, April and May.

Commencing Wednesday, April 17th, and continuing each Saturday and Wednesday thereafter during April and May the "Clover Leaf Route," T. St. L. & K. C. R. R., will issue one fare excursion tickets to "World's Sanitarium," Hot Springs, Ark. Return limit 30 days. The conditions existing a few months since are entirely removed. This well-known health and pleasure resort can now be seen at its best and upon the most favorable terms both as to transportation and hotel rates. The "Clover Leaf" connects with all Hot Springs trains in new Union Station, St. Louis, C. C. Jenkins, Gen. Pass. Agt., Toledo, O.

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 a colossal amount of work as to be almost beyond belief. Physiologists say each pulsation or contraction of the heart expels 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 paralyzed 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, Elkhurst, Ind.

NERVY CANNONEERS.

THRILLING DEEDS OF THE MEN BEHIND THE GUNS.

Some Crack Batteries of the Union Army. How the Fifth Maine Held the Pass at Chancellorsville—Heroes of Cemetery Ridge, Chickamauga and Perryville.

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ARTILLERY fighting, when it comes to close quarters, means men against engines, individuals against a host. Half a dozen men only keep a gun in action. When shells and canister fall about them like rain, they may stand firm under, but if they do then there is no fight, or at least it is all one sided. If they hurl back shells for shells and canister for canister, then they may look out for a bayonet charge to spoil their game. Never was sublimer heroism displayed by men suddenly called to stand in the breach than when the Fifth Maine battery responded to the call at the Chancellor House, May 3, 1863. Everything was confusion in the Union lines. Hooker had been disabled, and General Couch, ignorant of the plan or positions, assumed control. Stonewall's veterans were shouldering their way toward the Union center. Hastily sending to the several corps commanders for cannon to hold the ground, Couch received word that the batteries were jammed in the universal blockade on all possible routes. In some way the Fifth Maine got through and was posted in a road at the entrance to the thicket. Captain Leppin's order: "Action, front! Limber to the rear!" had scarcely been given when some 30 Confederate cannon opened upon it.

In a few minutes the first, second and third pieces were silenced, Captain Leppin mortally wounded, the three lieutenants wounded and all the gunners and cannoneers of these guns swept away. The fourth gun continued firing until a shell exploded near it, blowing up the caisson with its horses and killing the corporal fighting the piece. This gun was soon disabled by a shot striking it in the muzzle. Couch sent Lieutenant E. Kirby of the First United States artillery to take charge in place of the fallen officers. He fought the fifth and sixth pieces valiantly for some time and was at last mortally wounded. The guns continued firing until the ammunition gave out, then were spiked and abandoned. In that short action six gunners were killed and 22 wounded. The fight took place in open field, within 700 yards of the enemy's line. The same battery, with its recaptured pieces, fought in the defense of East Cemetery Hill, Gettysburg, on July 2. Captain Stevens, one of the Chancellorsville victims, was again wounded, also First Lieutenant Hunt, leaving the company with but one officer. Among the gunners three were killed and 13 wounded. At Cedar Creek the guns were defended in a hot fight lasting two hours. After 29 gunners had fallen two of the pieces were captured, but the remaining four retired fighting, and when the tide turned the lost guns were recovered.

A battery of artillery in the Union army consisted of six cannon, usually fought in sections of two guns each, under the command of a lieutenant. On an average there were 80 men whose duty it was to serve the guns, and as many more drivers, artificers and supernumeraries. When a battery lost 20 men, killed and wounded, in a single battle, it represented about 25 per cent of the fighting men. There were 62 occasions in the war when a Union battery lost 20 or more in a single engagement. In the list 54 batteries are represented, the Fifth Maine having three times passed through the crucial test and eight other batteries twice. Among the 54 are 16 United States regular batteries and 38 volunteers.

Among the regulars, Battery K, Fourth U. S., lost 45 at Chancellorsville and 25 at Gettysburg; B of the same regiment lost 40 at Antietam and 30 at Gettysburg, and I, First U. S., lost 27 at Bull Run and 25 at Gettysburg. The batteries were the pride of the old army, of the generals and the war department. For a long time the government refused to accept volunteer batteries. Of these the Fifth Maine stands at the head; then comes A, First Rhode Island, which lost 38 at Gettysburg and 20 at Antietam. In the same regiment Battery G lost 27 at Cedar Creek and 23 at Fredericksburg. The First Pennsylvania was with the Rhode Islanders. In that regiment Battery G lost 34 at Manassas (second Bull Run) and 33 at Gettysburg; B of the same lost 33 at Manassas and the same number in the Seven Days' battles. These losses, as well as all those in the list mentioned, were incurred in hand fighting, not in disasters or slaughter pens, where there was no chance to hit back. The heaviest loss of all, 54 at Iuka, in the Eleventh Ohio, was incurred in a prolonged struggle over the guns. Gettysburg is represented 12 times in the list of remarkable losses, Chickamauga 7 times, Cedar Creek 5 and Chancellorsville 4. The crack battery in the list at Gettysburg was Cushing's, A, Fourth U. S. It was "knocked out to pieces," as they say in the field. The battery bore the brunt of the cannonade on the ridge where Pickett charged and held its ground until Pickett's men charged up to the muzzles. Armistead laid his hand upon one of the guns before he fell, but gallant as he was a greater hero fell a moment before. That was Lieutenant A. H. Cushing. Cushing had been wounded, and while he stood with lanyard in hand waiting for Armistead's men to come within close range he began to sink across the gun trail. General Webb hurried to him to support his falling body. "Give me one more shot,"

Webb," he exclaimed, and falling back pulled the lanyard with his weight, so tightly did he clutch the cord in his dying grip. The battery lost that day 38 killed and wounded. About the time Cushing fell Cowan's First New York battery unlimbered just in rear of it and opened on Pickett's charging masses with "canister at ten paces." A volume of description could not do justice to the work of the light artillery alone in the battle with Pickett on that bloody ridge. The artillery brigade of Hancock's corps contained five batteries: Woodruff's, I, First U. S.; Cushing's, A, Fourth U. S.; Arnold's, A, First Rhode Island; Brown's, of the same, and Rorty's, B, First New York. These five lost 149 men on that field during the two days. Rorty's and Brown's had lost so heavily on July 3 that they had been consolidated into four guns each. In the fight with Pickett, Rorty, Cushing and Woodruff were killed.

A battery lost and recaptured on the same field leads to terrific fighting, for then the passion of revenge is added to the fire of patriotic ardor. In the fierce charge against the Union works at Corinth, the men of Van Dorn and Price captured the Sixth Wisconsin at the point of the bayonet. Many of the cannoneers fell, but enough remained to man four pieces when the battery was recaptured a few minutes later. Leaving the two guns idle, Captain Dillon ran the others forward and took terrible vengeance for the temporary disgrace. When the gunners fell, officers handled swab and rammer and brought up the canister. Out of 93 men, including drivers and others, 27 were struck down. Wisconsin appears in the list also with the Twelfth battery. At Allatoona pass that company ran a gun out over the top of the parapet of Cuse's famous fort and maintained a bloody duel with six Confederate pieces for two hours. It lost six killed and 15 wounded, but fired the last shot.

Perryville saw some desperate work on the Union side among artilleryists. It was not one sided either. The Confederate infantry surprised the Union left, under McCook, and before Union supports could get up came very near having things entirely their way. They would have succeeded but for the navy cannoneers. Captain C. C. Parsons fought his eight gun battery of Napoleons, using canister on the charging Confederates until they stood among the guns. General Jackson, who was beside him urging on the defense, was killed and Parsons dragged away by main physical force.

Stone's Kentucky and Bush's Indiana battery held the line behind Parsons'. They used grape at ten paces, but Stone's guns were overrun by the men who captured Parsons' Napoleon, the First Tennessee. The Twenty-first Wisconsin, supporting the guns, rallied and drove them out. Finally Hecock's Missouri battery of Sheridan's division played on the exulting Confederates, breaking their charge three times. The gunners counted 430 victims in front of their pieces. Loomis' Michigan battery, famous before the war as the "Coldwater Light artillery," won its first laurels at Perryville. The sharpest artillery duel of the field was between Loomis and the noted Slocumb's company of Washington artillery. These two batteries always held a unique place in the armies of the west. If a command was sent to charge a battery and failed to take the guns, it was ample excuse to say, "That was Loomis' battery," or "Those are Slocumb's guns." At Perryville Loomis was ordered to hold his position so long as possible, then spike and abandon the guns. He held on and brought off his pieces, with the loss of 18 men and 33 horses. At Stone's river the battery repelled numerous charges and totally destroyed a Confederate battery, with a loss in the company of 23.

Of the last days of this band of cannoneers there is a sad but heroic tale to tell. It was lost at Chickamauga, but went down in glory. Loomis had been promoted to a colonelcy, at his name still clung to the guns, which the men venerated with a feeling almost idolatrous. When Liddell's Confederates, with odds of 2 to 1, burst through Baird's line, they fell upon the First Michigan, then commanded by Lieuten-

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TOLEDO & OHIO CENTRAL—COLUMBUS DIV.

FORMERLY T. C. & C. R. Y.

TIME TABLE.

Trains South	STATIONS	Trains North
No 4 No 10 No 2		No 3 No 9 No 1
7:15 a. m.	Toledo.....Lv	7:30 p. m.
8:15 11 25 7:00	Yonoda St.....Lv	8:55 9:55 8:20
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5:25 11 35 7:10	Hobart.....Lv	9:45 2 45 8:15
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