

# WAR REMINISCENCES

## CAPTURED A VIRGINIA FLAG

Capt. B. H. Jellison of Haverhill, Mass., Received Medal of Honor for Taking Banner.

Capt. Benjamin H. Jellison of Haverhill, Mass., has a medal of honor that was presented to him by General Meade at Petersburg for the bravery he displayed in capturing the flag of the Eighteenth Virginia regiment during the battle of Gettysburg.

Captain Jellison is the doorkeeper of the senate chamber at the state house, and for several years past he has always been detailed to tell his war experiences, as well as the stirring scenes of Gettysburg, whenever school children have visited the state house. Captain Jellison served in Company C, Nineteenth Massachusetts Infantry.

"We arrived," said he in relating his experience, "on the night of July 1, and the command was ordered the next day to the left in the rear of the Third corps."

"The rebels turned a battery on us and we were forced to fall back, Company C being the sixth in line. Our color bearer was shot, and when he fell I picked up the colors and was made a sergeant on the spot for my action in saving the colors."

"On the third day we were at Cemetery ridge in support of the New York Independent battery, which lost all its men excepting the captain, a lieutenant and sergeant. The captain cried out to us 'For God's sake, men, volunteer to work these guns and don't let this battery be silent.'"

"I was lying on the ground with the colors by my side and Lieutenant Shackley said: 'Come, Jellison, let's go and help. We might just as well get killed over there as here.'"

"Our colonel saw us and ordered me back to the colors. The shelling soon stopped and orders were given to rally on the colors. We charged to the fence near by and some of the men got over."

"As we neared the fence Lieutenant Shackley said: 'Ben, see that rebel flag over there. Let's go and get it.' I rushed forward and succeeded in capturing the flag and assisted in taking a number of prisoners. With the stars and stripes flying and with the rebel flag, that of the Eighteenth Virginia regiment in my other hand, I retreated."

## JOHN BURNS FOUGHT ALONE

State of Pennsylvania Erected Monument to Citizen-Soldier Who Was Made Famous During War.

John Burns, the citizen-soldier of Gettysburg, who was made famous in history, in song and in story, was a real character, sure enough. At the time of the battle he was high constable of the village, and revelled in the office. He had no special instructions, but felt it to be his duty to preserve order in his ballwick, and to apprehend all suspicious characters. As the two armies approached Gettysburg, Confederate scouts and spies appeared in the town, and were promptly nabbed by Burns, who filled the lockup, the basement of the church and a warehouse or two and was still on his job when on that first day Buford and Heth got into hand-holds around Culps' Hill.

From General Reynolds he learned that there was going to be a real battle, and John decided to be in it. Within an hour John Burns, citizen, approached Major Chamberlain of the One Hundred and Fiftieth Pennsylvania, and begged to be allowed to fight with that regiment. He wore a blue swallow-tail coat with brass buttons, and a high hat, and carried a Long John muzzle loading rifle, his pockets bulging with powder and ball. Colonel Water finally told him to get behind a tree and fight, and he did. He fought all day, and was wounded three times.

He was born in New Jersey in 1793, and served in the Mexican war, and was one of the first to enlist in the Union army, but the age limit retired him. He was seventy-two years old when the Battle of Gettysburg was fought, and died in Gettysburg in 1872. For his loyalty and bravery the state of Pennsylvania erected a monument to his memory, at the very place where he fought—the citizen soldier—alone and without a commander.

### An Open Question.

Irate sergeant to a bunch of raw recruits whom he was trying to drill:

"Look here, confound it; I won't have this. Do you think I'm a fool?" "Shure, sorr," answered one, "we can't say, sor. We only came here yesterday."

### On the Zouave.

A Zouave rigged out in baggy breeches, leggins and other picturesque paraphernalia, was on picket with a soldier of a western regiment who was in regular uniform.

The two were greatly astonished when a rebel jumped out from behind a log, looked about and dropped over as if dead. They examined him. "There isn't a mark on him," exclaimed the Zouave.

"No," replied the other soldier. "I guess he saw you, and jes' laughed himself to death."

# PASSING of the PANAMA RAILWAY

E. W. PICKARD



CULEBRA CUT from the RAILWAY

Colon, C. Z.—With the completion of the Panama canal the importance of the Panama railway will decline almost to the vanishing point.

For nearly sixty years this railway has been carrying people and freight from ocean to ocean. Though only 47 miles long, it has been, for certain periods, one of the most important and most interesting railroad lines in the world. During the building of the canal, under the ownership of the United States, it has become one of the best equipped and most efficient of railways. It has given great help in the construction of the canal that will prove its virtual death.

The finding of gold in California was the cause of the building of the Panama railroad. For long years before the wild rush of argonauts in 1849 the isthmus was almost forgotten by the civilized world, but when the yellow metal was discovered on the west coast it became once more a great trade route. In order to avoid the long trip across the plains in "prairie schooners," thousands of gold-seekers went by boat to Chagres, up the Chagres river to Gorgona or Cruces and thence over the old Spanish road to Panama. This, too, was a long route and in the rainy season a painful and dangerous one because of the prevalence of disease.

To the rescue of the gold hunters came three bold Americans, W. H. Aspinwall, Henry Chauncey and John L. Stevens. In 1848 these men had asked the government of New Granada for a concession for the road, and in 1850 Stevens obtained it at Bogota. The Pacific terminus could not be otherwise than at Panama, but at first the harbor of Porto Bello was selected for the Atlantic terminus. However, a New York speculator spoiled this plan by buying up all the land about the harbor and holding it at a very high price, so Navy Bay was chosen instead.

When work on the line was begun in May, 1850, there was no celebration, no turning of the first spadeful of earth with a golden shovel.

Two Americans with a gang of Indians landed on Manzanillo island, near the site of the city of Colon, then a desolate, uninhabited spot, and began the tremendous task of clearing the route through the dense jungle. The surveying party suffered intensely, for the land was so swampy and so infested with malaria and yellow fever bearing mosquitoes that they were compelled to sleep aboard a ship. Much of the time they carried their lunches tied on their heads and ate them standing waist-deep in the water.

The efforts of the company to obtain laborers were attended by a terrible tragedy. Eight hundred Chinese were brought over from Hong Kong, but within a week of their landing scores of them died. Opium was given the survivors and for a short time checked the ravages of disease. But the supply of the drug was shut off on account of its cost, and again the deaths became numerous. The poor Orientals in despair began to commit suicide, some by hanging, others by impalement, while some deliberately sat down upon the seashore and waited for the rising tide to overwhelm them. In a few weeks scarce two hundred were left, and these, broken in health and spirits, were sent to Jamaica.

Another shipload of laborers, this time from Ireland, met no better fate, for nearly every man died.

The material difficulties that confronted the railway builders are thus summarized by Tomes in his "Panama in 1855": "The isthmus did not supply a single resource necessary for the undertaking. Not only the capital, skill and enterprise, but the labor, the wood and iron, the daily food, the clothing, the roof to cover and the instruments to work with came from abroad. . . . Most of the material used for the construction of the road was brought from vast distances. Although the country abounded in forests, it was found necessary, from the expense of labor and the want of routes of communication, to send the timber, for the most part, from the United States, and not only were the rails, to a considerable extent, laid on American pine, but the bridges, and the houses and workshops of the various settlements were of the same wood, all fashioned in Maine and Georgia. The metal work, the rails, the locomotives and the tools were brought either from England or the United States. The daily food of the laborers, even, came from a New York market."

The first section of the road was laid through a mangrove swamp in which no bottom was found, the tracks being floated on an immense pontoon. By October, 1851, eight miles had been completed and solid ground was reached at Gatun. Lack of funds now began to hamper the builders. In-

vestors in the states had become discouraged and the cost of labor had advanced. But a hurricane came to the rescue. Two ships loaded with gold-seekers were forced to anchor near Manzanillo island and the passengers paid the company a handsome sum to carry them to Gatun in work cars. The news that the road had carried more than a thousand passengers reached New York and funds again flowed into the coffers of the company.

As the work progressed passengers were hauled longer and longer distances and before the line was completed the receipts from passengers and freight were considerably above \$2,000,000. The last rails were laid the night of January 27, 1855, and the next day the first train passed clear across the isthmus from the Atlantic to the Pacific. The entire cost of the road up to December 31, 1858, had been something less than \$8,000,000 and its gross earnings in the same time were a little more than that sum.

The rate across the isthmus was put at \$25 gold, being intended to be to a certain extent prohibitive until they could get things into good running order, but so great was the volume of travel that the rate was not reduced for more than twenty years. Soon after its opening the road began to declare 24 per cent. dividends, and at one time its stock went up to 350.

In the '60's the company fell on hard times. It lost much of its freight traffic, was held up by the politicians in Bogota and then suffered by the completion of the Union Pacific railroad. Next Russell Sage and others like him got control of the directorate and wrecked the road. When De Lesseps came over to dig a canal his company bought up the stock and used the road to help in its work.

Then in 1904 the United States bought out the French company and also acquired the railway and so it became the first American road to be owned by the government. So economically and efficiently has it been conducted since then that it is cited as an argument for the government ownership of all our railways.

The building of the canal and especially the creation of the artificial Gatun lake made necessary the relocation of the Panama railroad along most of its route. The old roadbed now is under water for much of the way, the old line still in use being only about seven miles in length, from Colon to Mindi and from Corozal to Panama. From Mindi to Gatun the grade ascends to 95 feet above tide level. From Gatun the road runs east until it is four and a half miles from the canal, and then south again on great embankments across the Gatun valley.

Along this stretch passengers obtain an unusual view. Because of the construction of the Gatun dam across the channel of the Chagres river, the Chagres valley and all its tributary valleys have been converted into a lake with an area of about 164 square miles. The Gatun valley is one of these drowned arms and as the train crosses, wide stretches of water are to be seen on both sides of the track. Down below the surface are still visible the tops of giant trees that have been killed by submergence, and along the edges of the lake the tallest and hardest of the trees reach their dead limbs above the waters. Here and there is a pretty little island that not long ago was the summit of a hill, and the shore line is most picturesquely broken up by capes, peninsulas and bays.

From Monte Lirio the line skirts the shore of the lake to the beginning of the Culebra cut at Bas Obispo. Originally it was intended to carry the railroad through the Culebra cut on a 40-foot beam along the east side, ten feet above water level, but this plan was knocked out by the slides and breaks. The line was carried around Gold Hill to a distance of two miles from the canal until it reached the Pedro Miguel valley, down which it runs to Paraiso and the canal again. Thence it runs almost parallel with the channel to Panama. There are two big steel bridges on the line. One, near Monte Lirio, has a center lift span to permit access to the upper arm of Gatun lake; the other, a quarter of a mile long, across the Chagres river at Gamboa. The total cost of building the new line of the railway was \$8,865,392. In addition, a large sum has been expended in increasing the terminal facilities.

Of course, even after the canal is opened, the railway will have a good deal of business, transporting people and goods between Colon and Panama, and serving the needs of the operating forces of the canal. But its days of glory have departed, and J. A. Smith, the American who has been its efficient general superintendent, recognizing that fact, has resigned and returned to the states.

## IN PLACE OF REFRIGERATOR

Try This Substitute Where the Highly Desired Ice Box Is Not for the Moment Procurable.

Take a box of the desired size and remove the bottom, replacing it with strips of wood about an inch wide and two inches apart. Now stand the box on end and nail cleats on the inside to support the shelves, which should be removable for convenience in cleaning. Next take a piece of burlap, which should be about twenty inches longer than the height of the box and wide enough to reach around the box with a few inches overlap. Beginning at the edge of the box nearest the front, tack the burlap on smoothly, bringing it even with the bottom of the box and allowing the surplus length to project at the top. The burlap should form the door of the box by slipping the selvage edge of the goods over a row of small nails driven up and down along the side of the box. Place a two gallon pail filled with water on top of the box and allow surplus length of burlap to fall over into the pail. The burlap will become saturated and the evaporation will keep the interior cool.—Woman's Home Companion.

### Cauliflower With Dressing.

Cauliflower is far more delicate if cooked for a good hour. It should be washed and examined carefully to see that there are no insects lurking inside. Tie in a clean white cloth, put it on in cold water, stem up in a granite or porcelain sauce pan—never in tin or iron. When done place it, flowers up, in a hot platter and pour over it the following sauce: Rub together a tablespoonful of butter and

## CHOOSE LESSER OF TWO EVILS

Theatrical Manager, Cornered, Yielded Passes When Threatened With a Distressing Affliction.

A poet with a precious scrap-book of his own writings under his arm wandered by a theater, when suddenly the idea struck him that he would like to see a play that night, so entering the place he asked for the press agent. That gentleman was out, but the manager was in. He was ushered in, and the deus ex machina inquired his business. "I would like two seats for tonight," flattered the man of verse. "An' who might you be?" asked the manager. The poet mentioned his name. "Um, yes," smiled the other. "I've heard of you, but why should I give you seats?" The bard murmured something about courtesy to the press, and added that probably identification might be necessary, so, as he had a scrap-book of his published poems, he would be glad if— But the manager cut him short, and calling out to his secretary to make out a couple of passes for that night, said: "My dear sir, I'd rather give you the whole house than read your poems!"

### Eloquence Appreciated.

"Does that man ever say anything worth listening to?" asked the cynical statesman.

"I should say so," replied Senator Sorghum. "You ought to go out with him and hear the way he can order a dinner."

### Got Out of It.

Penley—I've written a new novel. Come up to my apartment and I'll show you the proofs. Friend—Proofs! Why, old chap, I don't doubt your word in the least.

The wise man follows the lines of least resistance by telling all women how well they look and all mothers their babies are beautiful.

The man who first ate a lobster had nerves, but he who first manipulated a dish of chop-house hash was a hero.

### LIGHT BREAKS IN Thoughtful Farmer Learns About Coffee.

Many people exist in a more or less hazy condition and it often takes years before they realize that tea and coffee are often the cause of the cloudiness, and that there is a simple way to let the light break in.

A worthy farmer had such an experience and tells about it, in a letter. He says:

"For about forty years, I have had indigestion and stomach trouble in various forms. During the last 25 years I would not more than get over one spell of bilious colic until another would be upon me.

"The best doctors I could get and all the medicines I could buy, only gave me temporary relief.

"Change of climate was tried without results. I could not sleep nights, had rheumatism and my heart would palpitate at times so that it seemed it would jump out of my body.

"I came to the conclusion that there was no relief for me and that I was about wound up, when I saw a Postum advertisement. I had always been a coffee drinker, and got an idea from the ad. that maybe coffee was the cause of my trouble.

"I began to use Postum instead of coffee and in less than three weeks I felt like a new man. The rheumatism left me, and I have never had a spell of bilious colic since.

"My appetite is good, my digestion never was better and I can do more work than before for 40 years.

"I haven't tasted coffee since I began with Postum. My wife makes it according to directions and I relish it as well as I ever did coffee, and I was certainly a slave to coffee."

Name given by Postum Co., Battle Creek, Mich. Write for copy of the little book, "The Road to Well-Being."

Postum comes in two forms: Regular Postum—must be well boiled, Instant Postum is a soluble powder. A teaspoonful dissolves quickly in a cup of hot water and, with the addition of cream and sugar, makes a delicious beverage instantly.

"There's a reason" for Postum.

one of flour to smooth paste, add gradually a cup and a half of the water in which the cauliflower was boiled. Let this boil for two or three minutes seasoning with pepper and salt, and just before serving add the well beaten yolk of an egg mixed with a tablespoonful of cold water to prevent curdling.

### Dewdrop Cakes.

Half a cup of butter, two cups powdered sugar, one cup milk, whites of four eggs, 2½ cups flour, heaping teaspoon baking powder. I use any preferred flavor. I generally use almond, though lemon or vanilla is nice. Cream butter, add sugar, then milk, stiffly beaten egg whites and flour in order named, putting in a little of each, then repeating. Sift baking powder with flour. Cover with glazed icing.

### New Potatoes.

Small new potatoes are especially desirable to use in this way. Scrape potatoes of uniform size and boil. When partly done add three sprigs of fresh mint. When the potatoes are done put them in a vegetable dish and pour over them some melted butter. Garnish with sprigs of mint. Potatoes cooked in this way are especially nice to serve with lamb.—Woman's World.

### Mint Punch.

Put into a quart jar one cup of cold water, one cup of sugar and the leaves from a fresh bunch of meadow mint. Shake until the sugar is dissolved and then add the juice of half a dozen lemons and half a pint of curran juice. Fill the jar full with water and chill on ice until ready to serve; then add a pint of carbonated water.

### Old Cream Use.

When cream is only slightly sour it may be made delicious to serve with puddings, etc., in the following way: Put into a basin with the juice of a lemon and a tablespoonful of sugar and whip until quite stiff. This treatment makes it excellent, and increases the quantity at the same time.

### To Clean the Ceiling.

Make a fairly thick paste of starch and water, apply this with a pad or flannel. When dry, brush off with a soft brush, and you will find the result well worth the trouble.

### Cocoa.

The usual rule is one teaspoonful of cocoa to each cup. Mix dry cocoa with a little cold water, add scalded milk or boiling water and boil one minute.

### New Cranberry Sauce.

Make a sauce of one pint of cranberries, one cup of sugar and enough water to make the right thickness. When thoroughly cooked and while hot fill a dish with alternate layers of thin slices of bananas and the sauce. This requires two bananas.

### Trifle.

Beat five eggs, add saltspoon of salt and enough flour to make a stiff dough. Cut them any shape desired, and drop in hot lard. This is a very old recipe.

### Pineapple-Orange Salad.

Arrange upon each individual a small plate a crisp, curly lettuce leaf; upon this place a smaller slice of canned pineapple, then a smaller slice of orange and top all with a spoonful of whipped cream, slightly salted, with

# THE CROPS IN WESTERN CANADA

## Optimism Throughout the Provinces of Manitoba, Saskatchewan and Alberta.

During the present summer a number of important delegations have visited the Canadian West for the purpose of securing information as to the crop conditions and the conditions of business generally. For some months the financial stress was felt throughout the Provinces of Manitoba, Saskatchewan, Alberta and British Columbia as well as in other portions of the country. With a development taking place there, such as has never before been known, it was to be



The Dairy Herds Throughout Canada Are of the Best.

expected that when the money bags were tightened that this would be the case. The fact is that money could not keep pace with the development natural to demands of 400,000 new people a year. Towns and cities had to be built to take care of the country and capital had not made sufficient preparation.

But the crop of 1913 will restore conditions to a normal state, and the natural and reasonable development will continue.

Owing to a wet fall in 1912, and a heavy snowfall during the past winter there was a large area which it was difficult to seed at the usual time the past spring. Therefore as a general thing seeding was later than usual.

A trip through the country in the early part of August showed that this was no drawback. Wheat that had been seeded in May was already ripening, and had a stand fully as good as any country had ever produced; the heads were large and the prospects were of

was \$1,024.71 in 1910, as against \$518.03 in 1900, being an increase of 79.18 per cent. in the decade.

Coming back to the crops of 1913, it may safely be said that the yield of wheat in Saskatchewan will be about 115,000,000 bushels, with an average yield of over 23 bushels per acre. Oats, which are but a fair crop, will yield an average equal to that of last year. Barley is excellent, while flax, of which the average is considerably less than last year, will produce a greater average than for years. What is said of these crops will apply to all districts.

Under date of August 12th, a report comes from Regina which says:

"Unless some dire calamity occurs in the next few days farmers of the Regina district will reap the greatest wheat crop ever recorded in the West."

"A correspondent made an automobile trip to the north and west of the city, over twenty-seven miles being covered. Several fields were seen



Wheatfield in Stook, Western Canada.

the brightest. It was not only in wheat but in flax, oats and barley, the same splendid conditions obtained. Rains in all parts of the country came at the right time and the best of weather throughout the season prevailed in all parts.

The hay crop was excellent. Alfalfa, clover and timothy grasses were good, and many farmers are now cultivating these splendid fodders.

The homestead shack is giving place to comfortable residences. Large barns are being erected where the improvised log and mud stable gave shelter to the few head of cattle that the early settler may have had in his possession. Fields are fenced, roads constructed and great fields of grain and pasture land are always in evidence.

which were almost ripe enough for the binder. Others require about a week more warm weather, but everywhere was the indication of a phenomenal yield. Oats do not average up with the wheat, but several good fields were seen. This time next week the hum of the binder should be the prevalent music around Regina.

"One farm was passed on which there was one square mile of the finest wheat imaginable. It is just turning yellow and will run forty bushels to the acre."

In Alberta there will be a high yield of all grains. Wheat will be a heavier average than last year. Oats about the same, flax heavier and barley about the same.—Adv.