

# MAY 30 FIFTY YEARS AGO



CONFERENCE BETWEEN GRANT AND PEMBERTON

Grant immediately recalled Sherman from Jackson and directed him to send one division with an ammunition train to join his own force. Within an hour after sending this dispatch Steele's division was under way. The Union forces moved cautiously, with pickets thrown in advance, by several roads. Smith's division on the southernmost road was the first to encounter the enemy's pickets. They were driven in, as were the pickets confronting Osterhaus on the middle road and Hovey on the northernmost road. By the time Grant arrived Hovey's skirmish had assumed almost the proportions of a battle.

Pemberton selected a position on Champion's Hill to meet the Union forces. General Grant at once realized that the position was a strong one. The hill commanded a view of the surrounding country and was protected by a ravine and heavy shrubbery. The battle of Champion's Hill lasted about four hours, during which time every man of Hovey's division and McPherson's two divisions was engaged. General Grant drove Pemberton from his position and the city of Vicksburg was nearer to its doom. Had it not been for neglect on the part of subordinates to promptly obey, General Grant felt that he could have almost completely disorganized Pemberton's force.

Tempering this bit of hopeful news was the sad dening report of those killed in the engagement. Full lists were being published about the Memorial day season. The Union loss at Champion's Hill was, according to General Grant's memoirs, 410 killed, 1,844 wounded and 187 missing. Hovey alone lost 1,200 killed, wounded and missing—one-third of his command. It was estimated that the Confederates lost about 3,000 killed and wounded and 3,000 captured in pursuit and battle. Loring's division, which was the right of Pemberton's line, never got back into Vicksburg, and Pemberton fell back to Big Black river.

The most cheerful part of this Memorial day news was the fact that it meant Grant had a firm position between Johnston and Pemberton.

Close on the news from Champion's Hill came dispatches describing a fight at Big Black river, where the Confederates were again driven from their position, and fled across the stream, burning the bridges. Pontons were constructed and the Union army continued in pursuit of Pemberton. After the engagements at Champion's Hill and Big Black river the investment of Vicksburg was as complete as Grant's limited number of troops could make it. For days the newspapers were filled with the progress of the work of constructing roads

through the bayous and swamps back of the city. Dispatches printed on May 30 gave rise to considerable anxiety over Grant's safety. Johnston was not more than fifty miles in his rear with an army about the size of his own, and Pemberton had the advantage of the fortifications and outworks about Vicksburg.

A day or two after May 30, 1863, reports were received in the North of a desperate hand to hand fighting out of side of Vicksburg and general assaults on the works. Several fortifications fell, but were retaken by the Confederates.

In the end of May the marine divisions under Porter did some excellent work at Hayne's Bluffs under Grant's direction. News of this was printed shortly after the date which is now set apart for Memorial day. There had been much criticism of the administration in the North and the Union arms had come in for their share of popular opprobrium and the news of Grant's successes in the West was sorely needed.

It heartened the troops serving in other campaigns and it heartened those at home. It was not long before what is now Memorial day that New York, in 1863, received news of the gallant charge of the Eighth Pennsylvania cavalry at Hazel Grove, where "Stonewall" Jackson turned the Union right. Infantry, artillery and cavalry lost heavily in this engagement in Hooker's Chancellorsville campaign.

**Gift of Thoughts.**  
If, instead of a gem, or even a flower, we could cast the gift of a lovely thought into the heart of a friend, that would be giving as the angels must give.—George MacDonald.

**Making a Virtue of Necessity.**  
Most of the advocates of walking as a splendid exercise are people too poor to afford motor cars.—Charleston News and Courier.

**Platinum Dear Because So Rare.**  
One of the difficulties in the extension of electrical and technical chemistry is the shortage of platinum, says the American Machinist. Russia is practically the only country producing platinum; it is found in various localities of the Ural mountains. Very small quantities have been found in Borneo, Brazil, Australia and California, but

of the world's total production of 13,250 pounds, more than 95 per cent comes from Russia.

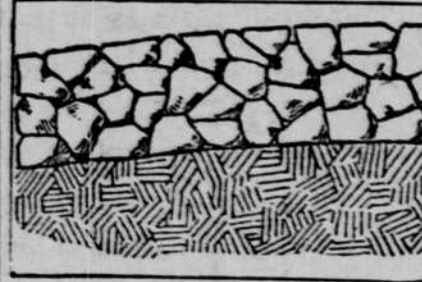
Now extensive deposits of platinum have been discovered in Germany, in Westphalia, where iron, lead, copper and zinc mines abound. The platinum is present in the form of an alloy, but in sufficient quantities to guarantee profitable extraction, and it seems possible that under new methods of analysis deposits of platinum under various conditions may be found in various other parts of the world.

## GOOD ROADS

BEST ROADS ARE IN GEORGIA

Fulton County Has Finest Highways in South—Three Hundred Miles of Macadamized Road.

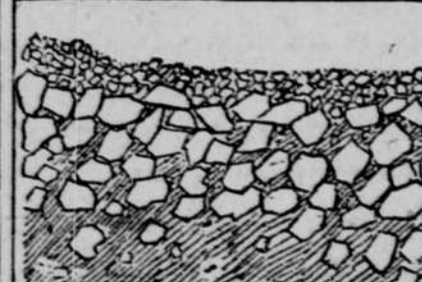
When it comes to good roads, Fulton county, Georgia, is the banner county of the south. It is not only in the quantity but in the quality of her highways that Fulton county takes first rank. Stretching out from Atlanta in every direction and reaching to the county line are splendid



Layer of Stone Firmly Packed by Use of Heavy Roller.

macadam roads, broad and white and smooth as a floor. There are approximately three hundred miles of improved roads in the county and here the term "improved roads" does not mean highways that have been graded and gravelled or covered with a thin layer of crushed stone. Every foot of the 300 miles of improved roads in this county is a real macadam road as free of mud and as serviceable as the ordinary city pavement at all seasons of the year, regardless of weather conditions.

Neither are there any ruts or any holes in these roads, for the ruts



Macadam Road With Loose Earth Foundation into Which the Stones Have Sunk.

and holes do not frequently appear, and as soon as they make their appearance they are eliminated in short order. One of the most noticeable features of the roads is their width. Another is the gutter and curbing, which lines every road that has been constructed in the county in recent years. The narrowest macadam road in the county is 20 feet wide, and the width varies from that up to 60 feet.

### MAINTENANCE OF THE ROADS

King Road Drag Is Proving Blessing to Rural District of West—Implementation Is Easily Made.

The immediate interest of rural districts in the good roads question centers in the practical plans for making the roads as good as possible without the addition of imported material. This applies, especially, to prairie regions where there is no material for surfacing without the expense of shipping it in. With no material at hand, it will necessarily be a long time before any, with the exception of the main traveled roads, can be treated. While the building of permanent roads should be carried on as fast as possible, anything that can be done to improve the condition of our roads will become a great blessing.

The King road drag for maintaining dirt roads is proving a blessing to rural districts of the West, with the addition of drainage and the use of country graders. Thousands of miles of country roads in the central West will be maintained this year in splendid condition through the use of the King road drag, says the Iowa Homestead. The drag is easily and cheaply made at a cost of not to exceed \$2. A beginning could be made by our readers this spring by maintaining in first class condition the dirt roads adjoining their farms. Why not take the initiative and start the movement at once?

### EARLY DRAGGING OF ROADS

Not a Laborious Job and Will Save Farmer Many Times Cost of Such Work During Year.

Nothing adds more immediate value to our farm land than accessibility to markets, such connecting link between the farm and market being a good road. The early dragging of our dirt roads is certainly to be commended. Just as soon as the frost begins to come out of the ground, the farmer should commence dragging.

This is not a laborious job, a good team can put the road between him and the first crossing toward town, even if half mile away, in good condition in a half day, and he will save many times the cost of such labor or expense during the year. Besides the additional value it adds to the farm, there is that personal pride that we all owe to every community, and especially to ourselves.

**Ashes for Poultry.**  
Screened coal ashes are a good thing for all poultry. A quantity should be accessible at all times in a box sheltered from rain.

**Cow Peas Benefit Soil.**  
Cow peas are especially suited to the man who wishes to build up land rapidly while he is at the same time securing a return from it in feed.

**Make Better Roads.**  
Wide tires on all wagons will make better roads.

**\$1785**

**Big, Roomy,  
Powerful**

**\$1985**

### Is the Haynes "Four"

Here's a car that will appeal to you, if you are in the market for an economical "four." The motor, built in the Haynes factory, is of the same quality as the Haynes "Six."

Unlike other fours, the Haynes "Four" is practically free from vibration; in fact, we can prove to your satisfaction that it is as flexible and smooth-running as the average six. Its ample cylinder dimensions, 4 1/2 x 5 1/2, provide a reserve power which gives unusual pick-up ability and makes it exceptionally well adapted for use in mountainous sections of the country where endurance and hill-climbing ability are prime considerations. The



is designed correctly. Sincerity and our twenty-one years experience are built right into the car itself—that's why it develops more than its rated horsepower.

Economical operation and minimum upkeep are pronounced features of this car. The Haynes "Four" weighs several hundred pounds less than other fours of the same horsepower.

Our nearest dealer will be glad to show you this big, beautiful car, with 48 dynamometer horsepower, 118-inch wheelbase, electric starting and lighting system, pressure gasoline feed, tire air pump, demountable rims and other features—completely equipped, \$1785. With Vulcan Electric Gear Shift, \$1985.

Ride in the Haynes "Four" before you buy, and judge for yourself whether it is all we claim. Or if you prefer to read about it first, send for our complete catalog and detailed specifications showing over five hundred items which comprise the Haynes, America's First Car.

"The Complete Motorist" by Elwood Haynes, Father of the American Automobile Industry, fully describing the Vulcan Electric Gear Shift, will be mailed upon receipt of ten cents in stamps. Write to

**THE HAYNES AUTOMOBILE COMPANY**  
36 Main Street, Kokomo, Indiana  
Builders of America's First Car

The Haynes car is handled by the Haynes Motor Sales Co., 1708 Grand Ave., Kansas City, Mo., and by dealers throughout Nebraska, Missouri, Kansas and Iowa.

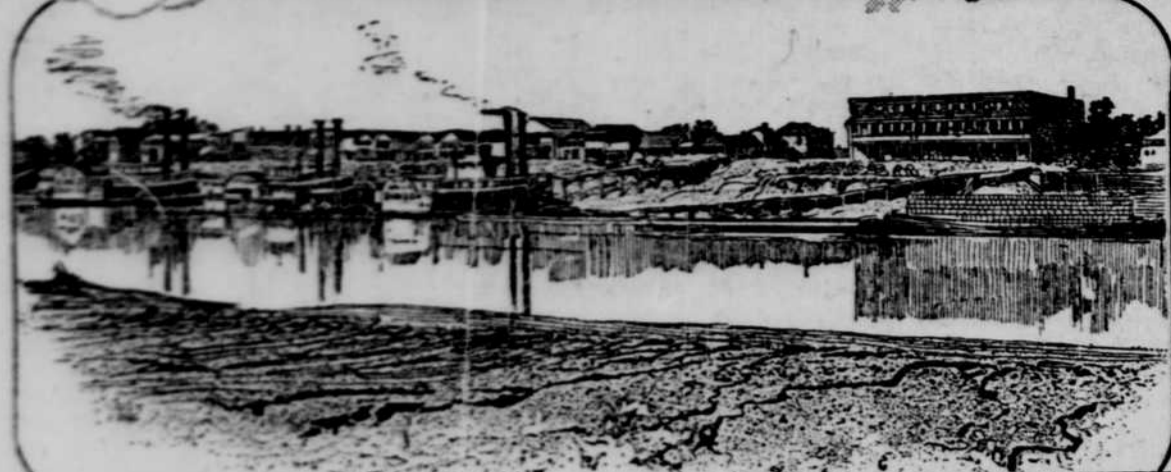
**Dealers:** If you are in open territory, write us today and we'll tell you why the Haynes literally sells itself.

THE HAYNES AUTOMOBILE CO., 36 Main St., Kokomo, Ind.  
Enclosed find 10 cents in stamps. Please send me Elwood Haynes' Book, "The Complete Motorist."

Name .....

Address .....

I expect to buy a car about .....



ALEXANDRIA, LA.

THE ranks—piteously thinner ranks this year than they were last—of veterans file through the crowded streets of hundreds of American cities on Memorial day, the minds of those who fought beneath the blue or for the gray will turn to a May 30 of 51 years ago, when ashore and afloat men were doing those deeds which will be commemorated by Memorial day.

Memorial day was not dreamed of then. North and South were busy with the grim business of war. The land shook with the tramp of armed forces and the rumble of artillery, and America was the scene of some of the mightiest battles which history records.

The news which came to the North in those stirring days was not all rosy-tinted by any means. Lee was threatening the second invasion of the North and the Shenandoah and Cumberland valleys were threatened with becoming seats of war and being ravaged by hostile armies. The little town of Gettysburg had not yet awakened to the fact that it was to be the center of the most colossal struggle of the war, and in Arkansas and Virginia the Union successes had not been all that they might have been.

From the Mississippi campaign came the bright reports of progress. The eyes of North and South alike were upon Grant and Pemberton at Vicksburg, the almost impregnable stronghold of the Confederacy in the Mississippi valley. Farragut had run past the batteries of New Orleans and Porter was assisting Grant in the reduction of the works around Vicksburg. Newspapers daily printed glowing accounts of the progress of the siege, but the city did not fall. Still it was from Grant that the encouraging, heartening news of the day came. On May 29, the day before the date now set for Memorial day, certain New York newspapers printed dispatches stating that Vicksburg had fallen; that Pemberton had escaped from the city with the loss of his artillery. This report, however, was promptly denied.

On the same day authentic accounts and pictures of an engagement at Champion's Hill, near Vicksburg, were received. About five o'clock in the morning of May 15 General Grant had received information from two men who had been



SKIRMISHING IN THE WOODS



BATTLE OF CHAMPION HILLS



VICKSBURG FROM THE NORTH—AFTER THE SURRENDER

employed on the Jackson and Vicksburg railroad and who had passed through Pemberton's army in the night, that the Confederate general was marching east with 50 regiments of infantry and ten batteries, in all about twenty-five thousand men.

through the bayous and swamps back of the city. Dispatches printed on May 30 gave rise to considerable anxiety over Grant's safety. Johnston was not more than fifty miles in his rear with an army about the size of his own, and Pemberton had the advantage of the fortifications and outworks about Vicksburg.

### DAY OF UNION AND LIBERTY

This is the Time the Nation Should Remember the Debt it Owes to the Veterans.

On May 30, 1862, there was no such stirring land as we see this day. Then the booming of the guns alternated with a dead march four years long; today we see an exultant republic, running eagerly forward to meet its fuller and more glorious destiny.

And whom shall we thank for this? The venerable men who walk or ride on Memorial day beneath their sacred battle flags, and the men who sleep today beneath the blue of the sky and the stars of the night. How great their sacrifice! Some gave literally all they had—even their names. They lie in unmarked trenches, their very place of sepulture forgotten. Their names are lost, and they have gained a name the which neither man nor time can wrest from them—the name of Patriot.

Their prowess gave us peace; Undying be their fame.

It is for us of the younger generation, whose eyes opened on a country wrapped in peace, to fill up our hearts as urns with the precious wine of gratitude and offer them, brimming over, to that Grand Army of the Republic which marches in flesh and spirit on Memorial day. Are there shadowy and invisible reunions at Bull Run, and Spottsylvania, and the Wilderness, and Manassas, and Malvern Hill, and Cold Harbor, and Gettysburg, and Atlanta? Well, might there be when the nation at this time rises on memory's wings to the heights of

### WHEN THE WAR WAS OVER

Child Learns That Joy Sometimes Finds Deepest Expression in Tears.

It was a morning in early spring—the spring of '65. The orchard was in full bloom and on the wind was the odor of the blossoming crabapple trees in the woods pasture. I was sitting on the back doorstep eating a bowl of bread and milk and pausing between spoonfuls to note the glory of woods, pasture and blue sky. I was but four years old and the beauty of the world was just dawning on me, when to my ears came sudden, far-off, dull booms like sudden echoes of thunder. The sky was without a cloud. Again I heard the dull boom. Ah! I had it!

"Mother," I called, "someone's pounding on the side of Uncle Dave's barn!" She came to the door and listened. Again came the dull, thunderous sound. For a moment she listened and then burst out sobbing.

"What's the matter, mother? Does it scare you? I'm not afraid!" She stooped over and gathered me to her breast. "The war is over. The war is over," was all she could say, but she said it over and over. "The war is over and your father is coming home."

"Why, I'd think you'd laugh instead of cry! I'd think you'd be glad instead of sorry." Child that I was, I knew not that joy sometimes finds deepest expression in tears.

Stoneworkers in Germany have a union membership of 76,783.

Platinum Dear Because So Rare. One of the difficulties in the extension of electrical and technical chemistry is the shortage of platinum, says the American Machinist. Russia is practically the only country producing platinum; it is found in various localities of the Ural mountains. Very small quantities have been found in Borneo, Brazil, Australia and California, but

her eyesight is impaired and one upper lid paralyzed. The other child didn't develop symptoms of poison.

### PLAYED WITH DEADLY POSIES

Yellow Jasmine Responsible for Death of One Child and Nearly Kills Another.

Two children of John W. Drew of Rose Hill, N. C., aged 5 and 2 years, were poisoned on poisonous semperviviva (yellow jasmine).

All three of the children had been playing with the blossoms just before noon. About two hours after dinner two of the children were taken

## Do You Need the Money?



JOHNNY COOK  
The Leader of the Leaders

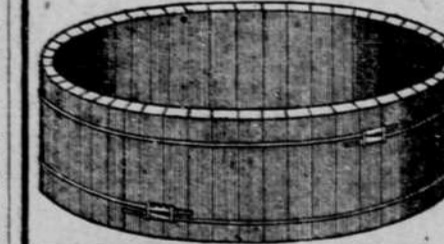
Feed and feeding stock are both expensive this year, and you can't afford to throw away any of your hard-earned cash on anything but the BEST of service.

Don't "take a chance," but get the BEST by sending your live stock to

### Great Western Commission Company

South Omaha, Nebraska

### REDWOOD STOCK AND TANKS



LAST A LIFETIME—CANT RUST OR ROT—NO KNOTS  
We manufacture the celebrated California Redwood tanks. They neither shrink nor swell and cannot rot. Our tanks are held in perfect shape by a patented appliance, not found in any other tank made. Redwood tanks have been known to stand 68 years without decay. Cost no more than others. Send for price list and mention name of tank wanted.  
ATLAS TANK MFG. CO., 219 W. O.W. Bldg., Omaha

### Army's Fight on Typhoid.

The efficacy of the treatment of typhoid by vaccination is established by the remarkable statistics for the United States army during last year, when only two cases of typhoid fever among the enlisted force of 89,000 were recorded. Of the two cases, one was that of a man who had not been treated with the vaccine; the other was among the troops in China. This man had been immunized in 1911, but the history of the case is in doubt.

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Omaha, Nebraska  
Rooms from \$1.00 up single, 75 cents up double.  
CAFE PRICES REASONABLE

**WORMS KILL PIGS**  
Save your pig and at the same time save on your feed. Diamond W. Worm Expeller and Diamond W. Hog Toilet will positively remove the worms and put your pigs in the condition. Tell us how many legs you have and average weight and we will write you fully. WILLIAMS' MURPHY COMPANY, 150 N. 11th St., Omaha, Neb.

### DEFIANCE STARCH

is constantly growing in favor because it Does Not Stick to the Iron and it will not injure the finest fabric. For laundry purposes it has no equal. 16 oz. package 10c. 1-3 more starch for same money. DEFIANCE STARCH CO., Omaha, Nebraska

### SHIP TO WOOD BROS.

LEADING SELLERS OF LIVE STOCK SINCE 1867. TRY US AT SOUTH OMAHA CHICAGO SIOUX CITY W. N. U., OMAHA, NO. 21-1914.