

**BATTLE OF CHAPIN'S FARM, SEPTEMBER 29, 1864.**

Our memorandum shows an account of this battle as the writer saw it, and took part in it. Just after the second corps had returned from some strong demonstration at Deep Bottoms, we had orders on the night of September 29th, 1864, at about ten o'clock, to be ready to leave immediately, then fall in line to be ready to be served with hard tack. We were given about twenty rounds of extra cartridges and waited orders to march, which came for light marching. About twelve o'clock we started to cross the James River at Riken's Landing. There we crossed the river on a muffled pontoon bridge; we marched up the bluff about five miles from the Dutch Gap canal. Here we saw the enemy and formed in line of battle along and across the Varina road. As soon as our lines were formed, we were ordered to charge on the enemy, which we did with such great earnestness that it caused them to vacate in so great a hurry that they left every thing behind them, but their arms, equipments, etc. We picked up a few things we thought we might need and pressed on after them through a piece of woods, whence to the left we came in sight of one of the most deadly combats, hand to hand fighting for the possession of Fort Harrison, we ever witnessed. The combatants seemed to be so excited and crazed with desperation and determination to hold the fort, that they were fighting on the parapets, in the ditches, on the bridge across the Sally port, surging backward and forward. General Burnham who seemed to be in the thickest of the fight, was killed and General Ard was so badly wounded that he was carried from the field. While in these woods, we were gathering up a few guns and rubber blankets which we knew we would need that night, if we were spared, for our covering. While there awaiting orders to move forward, we saw a wounded man sitting under a tree with his left leg gone, except enough left to tie a handkerchief around to stop the blood from flowing. He did not seem to be in much pain, and said he was not. As soon as Fort Harrison fell into our hands, we were ordered forward to charge on Fort Gilmore, which was said to be the key to Richmond. Colonel Fairchild took charge of our Brigade composed of the 89th N. Y. and the 2nd Pa. Hy. Art. We had three battalions, therefore three Majors, Majors Anderson, Sadler and Cap. Jones. We passed to the right of Fort Harrison, just a few feet from where General Burnham was killed. We, the 2nd Pa. Hy. Art., were to advance as follows: Major Anderson leading the first battalion in the center. Major Sadler, with our battalion, the second on the right, and Captain Jones with the third on the left. Fairchild with the 89th N. Y. intending to move up as a support. When we reached the top of a knoll, we saw we were exposed, so Major Anderson, not waiting for Fairchild, ordered all of the battalions forward to the assault. With a shout, "Follow me, my comrades," we rushed forward and were soon deployed to the left, where we got into a very hot contest among trees cut down to obstruct the way, and they sent the grape and canister into us, as we were so confused, a struggling mass of humanity, trying to do something for the country in taking this fort, amid this carnage. The enemy, a mangling many, we could see fall and hear them groan when torn by the shells. As a grape shot raked across my hand, I left a red mark. It was terrible the way canister, grape and shells came tearing through the trees, knocking off the limbs. There seemed an escape. Billie was close to me, much excited, (although a very quiet boy in camp.) He remarked, "Well, don't you think they are sending more canned fruit than we can stand?" "Billie," I said, "we will have to take it whether we want to or not." Then Billie looked desperate at me and said, "Now, do you think we will ever get there to pay them back? I think if we get out of this alive we will do well." Then looking around we saw Captain Higgins, swinging his sword and commanding us to fall back, saying that this is nothing but slaughter. All of the officers seemed to be killed or wounded, so Captain Higgins was left to command. We obeyed his command and fell back to the road for future orders. This now being after dinner in the afternoon, and not partaking of food since the night before, and having no time to eat, we were naturally hungry, and very thirsty. We saw a house a short distance from the road and a well in front of it. I took seven canteens and went to the well for water. When a comrade from Company B and myself had filled our canteens full of water, we entered this house and saw that the folks had not had time to take the provisions they had provided with them, so we helped ourselves, thinking that they might spoil if they were left much longer. When we returned to the road, we told the rest of our comrades of our fortunate find, and soon all was consumed. There was severe fighting still on our left, as two of our battalions were engaged. While our position kept them from being surrounded by the confederates, just at dark, not having any support, we were ordered to break up the guns, etc., lying around, and fall back to the support of Fort Harrison, (now called Fort Burnham, being named after General Burnham who was killed in taking it.) We were soon marching back and supplying ourselves with everything eatable we could find, knowing our rations could not connect for a few days at least. Preparations for a great demonstration the next day's work, was our orders; to prepare works of defense to shield us, which they did, and the greatest slaughter to the Confederates they had yet received for so short a time, while General Lee and Ewell looked on. Official Records, serial 87, page 135, gives the last of our Regiment 2nd Pa. Hy. Art. in this battle, 227 men. S. T. WELLS.

**HOW PARCEL POST IS CONDUCTED IN ENGLAND AND IN FRANCE**

**Years of Service Prove the System a Great Success In Europe. Public of Two Nations Get Low Rates and Fast Shipments.**

**A** REPORT by Harry J. Staley in the New York Evening Post on the parcel post in England and France is as follows: The British and French postal authorities are watching the installation of parcel post in the United States with great interest. With them it has been a matter of slow growth, and they are amazed at the audacious undertaking which contemplates the establishment of a parcel post on 250,000 miles of railway, not to mention rural routes, star routes and steamship lines with only five months of preparation and an insignificant initial appropriation of only \$750,000. For purposes of comparisons some facts and figures on the British parcel post obtained through the courtesy of W. C. C. Kirkwood, in charge of the railway mail service of Great Britain, may be of interest to Americans. It was in 1882 that England through an act of parliament first began to receive the benefits of a parcel post system. This came about as the result of a postal conference held in Paris in 1880, but it was not until 1883 that the inland and international parcel post were linked together. At this time an arrangement with the "railway clearing house" of England was entered into by the British postoffice, under which the various railway companies were to receive eleven-twentieths of the postage collected upon all parcels carried by the railways. A maximum of seven pounds in weight and three and a half feet in length was allowed. The rates of postage on this class of mail were fixed at 6 cents for parcels not exceeding one pound, ranging upward to 24 cents for seven pounds. The success of the British parcel post was instantaneous. For the first nine months of what was then an experiment in postal service a total of 14,000,000 parcels of various weights were carried, and in the year 1884-5 the number reached nearly 23,000,000. From 1885 England began extending this service to her colonies and at the same time increasing the number of foreign countries with which parcel post arrangements were made, the rates of postage being governed by the expense attending their conveyance and the number of countries through which they passed. This was the condition twenty-seven years ago. Since then a process of gradual reduction in postage rates as well as an increase in the maximum weight allowed has gone on until today a parcel weighing eleven pounds may be sent by mail to any part of the British isles for 22 cents. The benefits of the parcel post may be gauged by its growth. From 23,000,000 parcels in 1884-5, the average number of parcels now passing through the inland post of the United Kingdom reaches 100,436,000. In addition, 1,514,000 foreign and colonial parcels were delivered in the United Kingdom last year, and a total of 2,731,000 foreign and colonial packages were dispatched from the United Kingdom, making a grand total of 113,681,000 pieces. So great has been the growth of what might be termed the suburban service that in 1898 the English government established a system of motor vans between London and all provincial towns where a saving over the railway service could be effected. Negotiate With United States. For many years negotiations were conducted between Great Britain and the United States looking toward the establishment of a parcel post between these countries, but it was not until 1905 that an agreement was reached. The service was at first subjected to serious limitations, as parcels could not exceed four pounds six ounces in weight. The United States being unable to agree to the system of accounting and insurance in effect with other countries, England found it necessary to maintain a semi-official service through the American Express company, which provided facilities for the dispatch of parcels up to eleven pounds. Notwithstanding its limitations, the official parcel post worked smoothly from the outset. The postage, fixed at 48 cents per parcel, compared favorably with the charges by the semi-official service, which were (including 48 cents per parcel for nonpostal charges): On parcels for New York city, Jersey City, Brooklyn and Hoboken three pounds for 72 cents up to eleven pounds for \$1.20, for all other parts of the United States 96 cents and \$1.14 respectively. Parenthetically it might be said that the small charge by the express company in this case furnished the advocates of lower express rates, as well as of an American parcel post, much ammunition during the last session of congress, and it is probable that when the American parcel post is established this business will be diverted to it from the express company. Through the competition of the official service the American Express company reduced its charges in 1907 from 2 shillings to 1 shilling nonpostal charges. In 1908 the limit of weight was raised from four pounds six ounces to eleven pounds in both directions, and the rate of postage (official) was fixed as follows: For all parts of the United States: Up to three pounds, 1s. 6d. Three to seven pounds, 2s. 6d. Seven to nine pounds, 3s. 6d. Nine to eleven pounds, 4s. 6d. After this change in the arrangement the parcel post business increased about 40 per cent, and there are now about 150,000 parcels received from the United States and about the same number sent there annually. Parcel Post In France. While on the subject of parcel post I may say that the situation in France is quite different. Only a maximum of 500 grams (about one pound) is carried through the postal department. Packages of greater weight, up to twenty pounds, are handled entirely by the railroads and do not pass through the hands of the postal officials at all, even the collections and deliveries being performed by the railroad employees. A tax of 10 centimes (2 cents) is put on all such matter by the postoffice. The volume of mail matter handled by the French postal department, while much smaller than that in the United States, is yet enormous. In 1911 it amounted to a total of 3,412,050,000 pieces, classified as follows: Letters, 1,503,500,000; newspapers and other printed matter, 838,500,000; parcels not exceeding 500 grams, 71,150,000. The last investigation of the French railway mail service by an American was in 1898 by V. J. Bradley, then superintendent of the United States railway mail service of New York city. I found Mr. Bradley well and pleasantly remembered by both the British and French officials, who took pleasure in pointing out the growth of their services since his visit. M. Ferriere, chief of the bureau of transportation, ministre des posts and telegraphs, pointed out that there are now 176 traveling postoffices against 100 in 1898, arranged in eight divisions. His bureau now employs 3,396 railway postal clerks and 2,995 messengers; total, 6,391, as compared with 2,039 clerks and 813 messengers; total, 2,852, in 1898. In that year there were but two types of postal cars, one twenty-two feet and the other twenty-three feet six inches; total number of cars, 468. Today there are sixteen types of postal carriages, varying in length from 6.1 meters (about twenty feet) to eighteen meters (about sixty feet), and there are in daily use 681 carriages, an increase of 213. I am informed that there are now in construction cars seventy-five feet in length, but these will probably not be placed in service for a year or more. These cars will exceed anything in the mail service in the United States. A total of about 103,178 kilometers (about 70,000 miles) is covered by the French railway mail service daily. It is true these figures are comparatively insignificant in comparison with the 5,283 postal cars in use in the United States, but it must be remembered that the longest mail run in France and England is only 400 miles and that either could be tucked away in a corner of the United States. SAYS ONIONS PREVENT ILLS. Dr. Mary Walker Declares Odorous Vegetable Chases Disease. The use of plenty of onions will drive, among other things, contagious disease out of any city, Dr. Mary Walker, the noted woman physician, recently declared. Here are Dr. Walker's directions for the use of onions: "Eat plenty of them—stewed, boiled, fried or raw. "Keep the fumes of onions continually permeating the atmosphere. "Spread onions in the alleys, on the lawn and any other place where it might appear they would do good." Dr. Walker said onions were particularly effective against smallpox. The use of the vegetable in two cities at least has proved her contention to be correct, she asserted. "Madrid was one of the affected cities," she said. "Some even had made this statement before the onions were used that the city would be depopulated by smallpox. The minister plenipotentiary assured me that the spread of the disease had been halted by the use of onions. They also were used in other cities." Skipped Jail to Lick Enemy. Dan Briggs, whose escape from the chain gang at Asheville, N. C., put the sheriff's force to hunting him, walked into police headquarters and surrendered. Briggs had not removed the shackles from his legs, and when asked why he returned he said he wanted to serve his sentence and had simply taken leave of absence to whip a man who had been talking about him. The man who was whipped could not be located by the police, but Briggs assured them that the job had been done well.

**UNCLE SAM'S POSTCARDS.**

**There Are 3,500,000 of Them Printed Each Working Day.** Few persons realize that the United States government annually sells almost 1,000,000,000 postal cards, weighing approximately 4,000,000 pounds, nor is it generally known that there are four different kinds of cards in use. They are the "McKinley card"—the one best known—printed in red; the George and Martha Washington reply cards, with the head of Martha Washington on the reply section; the two cent "international card," which bears Grant's head, and the "Lincoln," which is made slightly smaller than the McKinley card so as to fit any standard card index. To all the country's enormous demand for these various cards the postal card printing plant in Washington turns out an average of 3,500,000 cards each working day. The daily output is regulated by the daily consumption, and at times the comparatively small force in this office has to turn out 5,000,000 cards in one day. This, however, does not happen often. If the total yearly output of government postal cards were to be stored in one huge building 230,000 cubic feet would be required and if laid end to end in a line the billion cards would stretch around the earth more than three times. In spite of the huge output only twenty persons are needed in the printing office. So small a force would not be possible if the machines were not two highly developed automatic mechanisms. They print the cards, cut them, count them out in bundles of fifty and deposit them near experts who bind the bundles and make them ready for shipment. If the cards are to be shipped by water they are boxed in lots of 10,000, but when the shipment is to travel by rail ordinary strawboard cartons are used. Business postal cards are printed in large sheets for the convenience of firms, which, after purchasing them, send the cards to printers and have addresses, forms or circular letters printed upon them.—New York Sun.

**NOT SO WITH WAYNE COUNTY APPLES.**

The New York Sun bewails the fact that apples do not taste as they once did, in the following words: "Apples! How many city folks know save in memory what apples are? How many, mealy, juiceless, tasteless, decrepit things are bought and sold as 'apples.' The very name 'Baldwin' has a pleasant tart, bite and tang, yet any sweet apple will pass for it among some humorous or ignorant grocers and fruiterers and their clients." Nothing tastes to an old man as it did when he was a boy, for tastes change, or at least, lose their peculiar discernment of flavor. But there may be another explanation why apples do not taste the same now as they did forty years ago. In grafting scions upon other stock it is said that fruit is modified somewhat by the nature of the parent stock—becoming more sour or more sweet according to the tree into which it is grafted. If this is so, several successions of grafting might make the change discernable to the palate. CHANGE IN FOOT BALL RULES. A proposed change in foot ball rules, it is believed, will be beneficial and is favored by a number of coaches. After a touchdown has been scored instead of the team making a touchdown being permitted to take a free kick on try for goal, it is suggested the ball be taken out to the ten-yard line and the ball put into scrimmage, the team having scored the touchdown attempting to score another point on goal from the field, and the defenders of the goal having an opportunity to block the kick. That proposed new game of "union" ball ought to take here with the school boys. Or why not soccer? It is a fast game and is popular in some sections.

**HERE IS A BARGAIN**

Located in Berlin township about 3 1/2 miles from Honesdale is one of the best farms in that locality. It consists of 108 acres, which is all improved. The soil is sand loam and red shale. It is well watered by springs; orchard. Twelve-room house, barn 37x47 feet with shed 22x90 feet. Part cash, balance on easy terms. See Buy-U-A-Home Realty Co. Jadwin Building, Box 52, Honesdale.

**BLOODINE OINTMENT** cures Piles, Eczema, Salt Rheum, Old Sores, Fever Sores, Itch and all skin irritation, 50c a box, mailed by The Bloodine Corporation, Boston, Mass.

**MARTIN CAUFIELD**  
Designer and Manufacturer of  
**ARTISTIC MEMORIALS**  
Office and Works  
1036 MAIN ST.  
HONESDALE, PA.

**Start The New Year Right**  
Provide the protection you should against loss by **FIRE and DEATH**  
INSURE TO-DAY WITH  
**BENTLEY BROS.**  
Insurance and Bonding  
LIBERTY HALL BLDG., HONESDALE.  
Consolidated Phone 1-9-L.

**Menner & Co's Stores**  
Will conduct during January  
**A SPECIAL CLEARING SALE**  
Ladies' Long Coats, Fur, Astrakhan, Plush and Cloth.  
Jacket Suits, Junior, Misses and Ladies' separate Skirts, Newest cuts.  
Silk and Chiffon Shirt Waists.  
Fur Muffs and Scarfs—Genuine Pelts.  
Winter Coats for Children.  
Infants' Bear Cloth Coats.  
**MENNER & CO.**  
January Closing Out Sale of Winter Made-up Goods

**"New Way" Air-Cooled Gasoline ENGINES**  
No Water to freeze. No pipes to burst.  
No weather too cold.  
No weather too hot.  
**Less Gasoline. More Power.**  
Have you seen our Reo delivery truck? It's a dandy. Better look it over.  
**REO OVERLAND and FORD AUTOMOBILES.**  
No better cars made for anywhere near the price. Place your order right now.  
Better times coming; help it along.  
For sale at bargain prices: Auto Car Runabout, Liberty Brush Runabout and Maxwell Runabout.  
Get in the swim and own a car.  
**E. W. Gammell**  
Advertise in THE CITIZEN  
TRY A CENT-A-WORD