

GREAT RAIL RECORDS MADE.

Fast Runs on the Steel Highway, Here and Abroad, but America Is in the Lead.

SINCE the invention of the railway locomotive, since the day when the first train went shrieking over the iron rails to the intense consternation of the natives there has always existed the greatest popular interest in fast runs. Time and again records have been made only to be smashed until it would be difficult to pick out a run and make the unconditional statement that it was the greatest run ever made by a railroad train. A disagreement sometimes arises even as to what is a railroad train, for some great examples of speed are to credit locomotives to which were attached single coaches, and some authorities do cline to admit that such combinations are trains. Americans and Englishmen have always been and probably always will be the leaders of the world in all matters pertaining to railways and the speed of trains. Between the two countries there has always existed more or less rivalry over the speed accomplishments of their respective locomotives, and the rivalry will likely continue as long as it is possible to make improvements of any character. Perhaps Americans as a whole give the subject greater attention than do the British, for we seem to be interested in all things of the superlative degree much more deeply than our cousins. Every now and then friendly rivalry—sometimes, however, it is not extremely friendly—breaks out between the various great railways of the country, and every time

24 the train pulled away from the starting point, which was at 100th street, Chicago, and plunged into the darkness on what was to be a remarkable and a record-breaking trip. It goes without saying that the fewest possible changes of stops and the fewest possible changes of engines were arranged for. The train stopped about five times, at four of which engines were changed. In less than eight hours the train shot into Buffalo with the English record hanging in tatters on the cowcatcher of the engine. The distance of 510.1 miles had been covered at an average speed of 65.07 miles per hour. During one burst of speed the train flew over the tracks at the rate of 92.3 miles per hour. Although great records for single miles had been previously made, it is said, that never before did a train reach a speed of eighty miles an hour and maintain it for half an hour, eighty-five miles an hour and hold it for ten minutes or ninety miles an hour and hold it for three or four consecutive miles. Every one who was in Chicago or most anywhere else in the country two years ago will well remember the great races which took place for several days between the Burlington and Chicago and Northwestern roads over their routes between Chicago and Omaha. The distance between the two cities is 500 miles in round numbers. The Northwestern route is 489.9 miles long, while the Burlington is 500.2 miles. The



ENGINEER ON A FAST RUN.

there is a contest one great record or more is completely smashed.

Beating an English Record.

One of the greatest, if not the greatest, runs ever made in the world was accomplished on the Lake Shore and Michigan Southern Railroad between Chicago and Buffalo on Oct. 24, 1895. It seems that one cause of this race against time was a desire to eclipse an English record made on the twenty-second of the preceding August between London and Aberdeen. The distance between these two towns is 540 miles, and a train on the London and Northwestern made the trip at an average speed of 63.33 miles per hour. The English public was quite jubilant over the fact that this trip broke all previous records and that the world's record was once more held in England. But the very next month a train on the New York Central road ran from New York to East Buffalo, a distance of a little over 436 miles, at an average speed of 64.26 miles per hour. Of course, this beat the English record, but it seems that there was objection to it from across the water on the ground the trip was not long enough to be classed as a long-distance run, which should be at least 500 miles in length. So the record for a run of 500 miles and over was still in England. There are few stretches of railroad 500 miles in length in this country which are perfectly adapted for remarkable runs. There are hills to mount or curves to cut around which interfere more or less with efforts to break records. One of the stretches of road having no such impediments is on the Lake Shore and Michigan Southern line between Chicago and Buffalo. The officers of the road concluded that they would try to beat the long-distance record over this bit of track.

Over Ninety Miles an Hour.

Arrangements for the speed test were quietly made, for in view of the possibility of a failure the officials did not care for any premature advertisement. At 3:30 o'clock in the morning of Oct.

Northwestern train was due to leave Chicago at 10 o'clock at night and to arrive in Omaha the next morning at 8:15. The Burlington left at 9:30 in the morning and arrived in the Nebraska city at 7:55 the next morning. Thus the two trains ran practically the same rate of speed.

Very Close Competition.

The Burlington train had a little over ten miles more than the Northwestern to run, and she used ten minutes more than the latter to make Omaha, so it would be splitting hairs to say which road operated the fastest train. In the contests which took place the trains of both roads did such remarkable work that the government mail contract, for which they were contending, was divided between the two lines. It is said that no trains on earth ever made such remarkable runs daily and kept up the pace as these trains. These runs of about fifty miles an hour are made without making any allowance whatever for stoppages, slow down and delays of any kind. This means that the trains necessarily attain a speed in some parts of the routes of eighty or ninety, or perhaps even a hundred miles an hour. Some have made the claim that the trains occasionally reached a speed of 120 miles per hour.

Less than three years ago another great run was made which attracted much attention, especially in Chicago and the West. The Rock Island road had concluded to increase its service between Chicago and Denver by the addition of four new trains. Two of these trains were sent out to Denver and two were kept in Chicago, so that the new service could be properly inaugurated in both cities at the same time. It was decided by the officials that one of the trains going should attempt to break the record time to Denver. This was a magnificently equipped train, with a full complement of sleepers, dining car, buffet smoker, etc. The passengers were composed of Rock Island officials and a large party of newspaper men from Chicago, Denver

and a number of other cities along the route, all of those from a distance having come to Chicago especially to accompany the party.

Threw a Drive Wheel.

At exactly 2:30 in the afternoon on May 5, 1898, the train pulled out of the Rock Island station on its way to Denver. In a few seconds the train was well under way and making great time through the city. When once beyond the suburbs full steam was turned on and the train was soon going at the rate of a mile a minute. Everything indicated that Rock Island would be reached in record-breaking time. The passengers began to wonder what was the matter after the train had been stopping for several minutes near the little station of Green River. Shortly the train backed up the tracks and several of the party became aware of the nature of the trouble for the first time when they looked out of the window and saw a great three ton and a half driving wheel lying on its side in a wheat field. The journal of the rear drive wheel on the left side had broken squarely off, having been overheated in a hot box, and the momentum of the train had hurled the wheel down the track as if it were a buggy wheel. For some time the wheel had remained on edge like a boy's hoop. It hopped over to a side track and then gradually veered to the outer edge, where it crossed the outside rail and ran off into a field, where it soon went down in the soft earth. This accident, of course, caused a most serious delay. The railroad officials telegraphed to Rock Island for another engine, but it did not arrive for over an hour. Finally, however, the relief locomotive came and the train was a few seconds afterward speeding on its way. Nearly all of the rest of the way to Denver the train was pushed to record-breaking time. It arrived at the Denver station the next afternoon, after starting at 1:32, exactly twenty-four hours and two minutes after it left Chicago, breaking the record for a full train going from this city to the Rocky Mountain city.

Dash for Mail Connection.

In November, 1897, a very remarkable run was made between Cheyenne and Omaha, over the Union Pacific railroad. It is still maintained by many that this was the fastest long-distance run ever made, for the running time was not properly reduced to the correct figure by deducting time for stops. The distance between the two cities is 519 miles and the mail train on Nov. 29 made the distance in 520 minutes, including stops as was stated. This run was not made in any vainglorious desire to smash records, but for the purpose of avoiding a heavy government fine which would have been imposed if the train had missed connections for the East at Omaha. When the discovery was made at Cheyenne that unless an extraordinary run was made the two mail cars were cut loose from the rest of the train and started with the engine and tender alone on the fast trip. Six stops of from three to five minutes were made for coal and water, and the train had to be slowed down for ten minutes in passing through South Omaha and the yards of Omaha. So there can be no doubt that this was one of the swiftest runs ever made on rails. In April, 1899, a remarkable run was made by a train on the Burlington road between Creston, Iowa, and Omaha. When the train arrived at the former town it was an hour and six minutes late. When the flyer arrived at Omaha it was only 29 minutes late, having covered the intervening distance of 104 miles in 113 minutes, or, deducting stops, in the actual running time of 103 minutes. The Burlington considers this section between these two cities its poorest division for making fast time, on account of hills and curves, so all things considered, the burst of speed made on April 5, 1899, was most remarkable.

Spanish Titles for Sale.

An agent in Paris is sending out a circular marked "confidential" to rich but untitled people in Europe offering to sell them titles of Spanish nobility. Some circulars have been received in this country, but have met with few or no responses. When an American wants to buy a title these days he is mighty particular as to the quality and buys it in the open market after a careful examination of the goods. Not so a European, who will take any old title which he can buy and be thankful. The enterprising Paris broker offers the title of baron, viscount or count at prices ranging from \$500 to \$1,000 and declares that the letters patent conferring the title chosen will be attested legally by the Spanish government.

Discouraged.

"You used to be something of an altruist," said the friend. "Yes," answered Willie Wishington. "I was a Theosophist for a while, too. But I had to give up. I've tried being a whole lot of things, but I never got far enough along to find out what the names by which they are called actually meant."—Washington Star.

It can usually be depended upon that those who stay home after the marriage could have well afforded a wedding trip.

FACTORY BEGINS DAILY TOLL WITH RELIGIOUS SERVICE.

L. H. Creager, who operates a stove and heading factory in Washington, Ind., employed the Rev. Mr. Gorby, pastor of the Presbyterian Church, to deliver fifteen-minute sermons to the factory hands every morning. The idea proved such a success and had such a wonderful influence upon the workmen that Mr. Creager placed the choir of the First Baptist Church upon the payroll. The choir now assists the Rev. Mr. Gorby in the daily religious services at the factory. Before the fifty workmen about the place begin the day's toll they assemble in the factory for a short religious service. This novel idea originated with L. H. Creager. The Rev. Mr. Gorby, who is a local Presbyterian minister, says that the plan has been a big success, and he expects to see it spread to other factories and to other cities. Mr. Gorby's name appears on



NOVEL FACTORY INNOVATION. the factory payroll with that of the other men.

HANGED ON CAT ISLAND.

Fate of a Crooked Gambler in the Early Days on the Missouri.

"There used to be a place on the river north of here that was called Cat Island," said Billy Alford to a St. Joseph News man the other day. He was an old-time engineer, and many years ago was familiar with every mile of the Missouri river. He was assured that an island bearing the same name was still in existence. "It may be the same place and it may not," said Alford. "The river is so treacherous that it may have washed that island away and formed another one in its place since I knew anything about it. There was a big tree on the island as I remember it, and we used it once to hang the rankest gambler on the river. We tolerated that man three seasons, because the river men did not want to resort to violence. At first he seemed to be square, but we began to hear whispers about him. It was in '58 that he fleeced a young fellow out of \$5,000—just a plain case of robbery. He had let the young fellow win just to get him interested, and then aimed to rake in the whole thing. Somehow the young fellow got hold of the wrong cards when there was \$9,000 in the pot. The youth reached for all the money on the board, but the gambler made a grab for it and took all his hand would hold. Stuffing it in his pocket as he ran, he jumped overboard and made for the shore. By the time we realized what was going on he was far astern, but the captain sent a boat after him, loaded with armed men. They had to shoot him and break his arm before he would stop. That was near the place known as Cat Island, and we headed the Henrietta—that was the name of the boat—for the shore. The mate and a dozen men did the job, and the inexperienced young man from the East got his money back. The young man left the boat at Omaha and came back down the river ahead of us. When we returned the body of the gambler was still hanging to the tree.

The other young man who had been fleeced came to St. Joseph and committed suicide on account of remorse. His body and money were sent back to his father, and I heard afterward that the old man said the boy was worth more dead than he was alive. He said the youth had left home with \$10 and a new suit of clothes. It seemed that he knew the cards himself and that he had got the best of the man we hanged in a former game at Cincinnati. We used to feel mighty queer after that when we passed Cat Island in the night. I never knew why it was called Cat Island, but I imagined it was given the name because it was inhabited only by cats. I know I could hear their cries every time we passed the place after that hanging and it made the cold shivers run down my back. There is a close connection between cats and murders and ghosts, anyway. I have wondered a thousand times who the man was who hanged on the island that night with so little ceremony. He was not a young man, but he was a handsome fellow, and might have had a family somewhere. I have wondered if some woman and little children did not wait years and years for him to come back, and wonder what had become of him. They might have believed him to be an honest man, engaged in a legitimate business, and even if they knew he was a gambler they might have loved him just as well. I don't believe the body was ever taken off the island, but I don't really know what became of it. I never heard anything more about it."—St. Joseph News.

OUR CHANGING TRAFFIC.

How Cities Adjust Themselves to New Conditions.

"It is not to be understood, of course, that the changes in trade relations signify that the older communities come to a standstill, or go backward, or are even relatively less important because of the sectional traffic that is taken away from them. When New York lost to Cincinnati the raw product trade with the South, compensating gains were made in other directions. American communities are not like those of Italy where, when the grape and wine business declines year after year, the

people are at the end of their wits, and poverty seems the only available employment. On the contrary, when Philadelphia lost the raw product business which New York captured by the building of the Erie ditch, her people settled themselves to the making of locomotives and steamships. So, when Toledo lost the grain of the West she went into manufacturing agricultural implements. When the Far West put its short lines into Chicago, Duluth and Minneapolis and deprived the Ohio States of their advantages in the South, the hauling of grain and pigs and cattle was given up for the making of cloths and tools.

"Indeed, one of the vital aspects of the law that is taking away from New York the lines of trade to retain which its merchants are contending, probably in vain, is that it implies the building up of the country into groups of sectional specialties. As the years of experiment and of temporary leadership pass, the several principal localities discover the items of trade in which their resources or their facilities for manipulation are the greatest, and adhere to these tenaciously and successfully. Some manufacture locomotives, and others, like Kalamazoo, in Michigan, do nothing so famously as the growing of celery. Some, like South Bend, in Indiana, make wagons, and others, like Philadelphia, build war vessels. Some, like Bellingham Bay, in the State of Washington, can salmon, and others, like Fresno, in California, dry raisins."—Alfred's.

LIGHT ON THE COLONIES.

Graphic Description of the Philippines and Their Environment.

Speaking of new light on the Philippines, here's some, geographical, commercial and general, that is certainly expressed in a new way if it does not actually convey real and valuable information. It gives the impressions of a private in the Seventeenth Infantry. He writes: "The Philippines are a bunch of trouble gathered on the western horizon of civilization. They are bounded on the north by rocks and destruction, on the south by cannibals and earthquakes, on the east by typhoons and on the west by hoodooism and smuggling. The soil is very fertile and large crops of insurgents and treachery are produced. The inhabitants' chief occupation is building trenches and making bolos. Their houses are made chiefly of bamboo and landscape. Manila is one capital city. It is situated on Manila bay, a large land-locked body of water full of sharks and Spanish submarine boats for which Dewey is responsible. Cavite, the next city of importance, is noted for being no good as a naval station, for a large number of saloons and Chinamen. The principal export of the island are rice, hemp and war bulletins. The imports are American soldiers, arms and ammunition. Communication has been established between the numerous islands by substituting the mosquito for the carrier pigeon, the mosquito being larger and better. The climate is pleasant and healthful for mosquitoes, bugs snakes, tarantulas, roaches, scorpions, centipedes and alligators."

In closing, the young man expresses a longing for home.

Couldn't Round Cape Horn.

The uncertainty of sails for commerce was illustrated in the ship Natuna, from London to San Francisco, in 225 days. She tried for over a month to double Cape Horn and then, discouraged, turned eastward and crossed by Cape of Good Hope and the Pacific Ocean. She had been given up as lost, and her re-insurance while in doubt cost 40 per cent.

Matrimonial Bargains.

A Customer (in the complete department store)—I notice so many couples taking the elevator for the thirteenth floor. Why are—

The Ribbon Clerk—They are taking advantage of the special offer in the matrimonial department. Rev. Mr. Spicer is performing ceremonies to-day at half price.—Brooklyn Life.

Men never get too old to acquire experience.