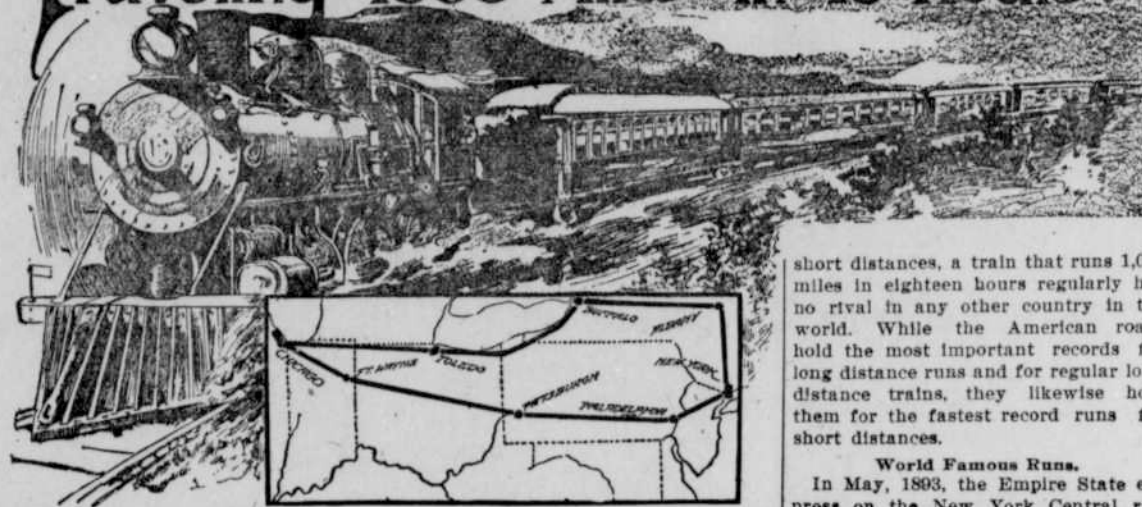


Traveling 1000 Miles In 18 Hours



Fast trains virtually draw Chicago and New York 100 miles closer together than they have ever been before. A Chicago man is now able to go to New York and spend an entire day there and lose only that day from his business in Chicago. He is able to go to New York and spend almost as much time as he could at a Michigan summer home and get back as quickly.

With a regular train covering nearly a thousand miles at an average speed of more than fifty-four miles an hour, the American railroad sets a pace for all the roads of the world. There are no fast European trains which run so great a distance. Even the world famous London-Aberdeen train, which travels the 523 miles between the two cities at the rate of sixty miles an hour, is outdone by the new eighteen-hour American trains, which on the west end of the run will maintain the sixty-mile an hour rate, and at times will run much faster than that.

The New York Central and Lake Shore lines have now reduced the running time of the Twentieth Century limited train from twenty hours to a regular schedule of eighteen hours. As the Pennsylvania Railroad runs, it is 905 miles from Chicago to New York. The running time between the two cities on this road is eighteen hours.

Goes Like the Wind.

The New York Central eighteen-hour train, however, travels much faster than the Pennsylvania train, for its route is 980 miles long. Its average running time is 54.4 miles per hour, not taking into consideration loss of time for stops. The New York Central train frequently is compelled to reach a speed of more than eighty miles an hour to cover the 980 miles in 1,080 minutes. Recently on its regular run from the East to Chicago the Twentieth Century limited ran from Toledo, Ohio, to Elkhart, Ind., 120 miles, in 109 minutes. From Elkhart to Chicago the train covered the 101 miles, making five full stops, in 95 minutes. Last year this same train made the run from New York to Chicago, 980 miles, in fifteen hours and forty-five minutes. Railroad men say that the schedule may be cut to seventeen and then to sixteen hours.

Heretofore no railroad has attempted to maintain a schedule of less than twenty hours between Chicago and New York. During the World's Fair in 1893 the New York Central "Exposition Flyer" ran for 108 days on a twenty-hour schedule, and three years ago the same road inaugurated the twenty-hour schedule for its "Twentieth Century limited." This road's "Empire State Express" has for fourteen years been the fastest 400-mile train in the world, while the Twentieth Century limited has been the fastest thousand-mile train.

The only train in the world which runs at a faster speed than the two Chicago trains run is the London-Carlisle express. This is a train which makes its 300-mile journey without a single stop. It has the right of way over all other traffic, and is forced to run the 300 miles in just four hours, at the rate of seventy-five miles an

hour. The London-Aberdeen train, which is considered a more marvelous speedmaker in that it travels farther than the Carlisle train, maintains its schedule of one mile a minute for 523 miles. England is famous for its fast trains, but the trains that run out of London do not travel such great distances as do the American trains. The London-Aberdeen run is the longest possible in Great Britain.

The Great Western Railroad of England runs a train from London to Exeter at the rate of 55.3 miles an hour, while the London and North-western's Manchester train maintains a schedule of fifty-three miles per hour. The Great Northern's London-Dorchester train is a fifty-five-mile an hour train, while the London-Crewe train runs fifty-four miles an hour. There is an express train which runs between London and Wakefield that travels at the rate of 55.5 miles per hour, while a London-Sheffield train is scheduled at fifty-five miles per hour.

Paris has several world-famous regular trains, but none that equals the schedule of the two new Chicago-New York flyers. On the Nord Railroad, between Paris and Calais, there is one train scheduled at 58.4 miles per hour. This train, however, makes a run of only 185 miles. The Northern France Road has eight trains daily whose speed exceeds fifty-eight miles per hour and two trains whose speed exceeds sixty miles per hour. These trains do not run great distances.

For a short time a London-Plymouth train maintained a schedule of 63.3 miles per hour. The distance is 246 miles. The entire run was made in 233 minutes.

The Twentieth Century limited made a wonderful run in May, 1903, when it ran 4.4 miles at the rate of 88 miles per hour, six miles at the rate of 90 miles per hour, and seven miles at the rate of 86.4 miles per hour. On this run this train maintained a speed of 66.12 miles per hour for 241 miles and 70.2 miles per hour for 133 miles.

The new eighteen-hour trains carry five or six heavy palace cars. The largest passenger engines in the service pull the trains, which have the right of way of the roads long before they are scheduled to pass any given point.

The trains are put on as the result of a general demand for fast travel between the two cities. Such trains are used for the most part by financiers who have business interests both in New York and Chicago, by buyers for the big firms of Chicago, and by professional men to whom every hour is valuable. There are other passengers than these, of course, most of whom use the fast trains and pay the excess fare merely out of curiosity to ride on a train which runs at an enormously fast speed.

Both of the new eighteen-hour trains will make a number of stops, an average of about one to every 100 miles of the run. At only a few of these places will the trains take on passengers, most of the stops being made merely for the purpose of changing engines or taking water.

While trains frequently attain a speed rate of 100 miles an hour for

short distances, a train that runs 1,000 miles in eighteen hours regularly has no rival in any other country in the world. While the American roads hold the most important records for long distance runs and for regular long distance trains, they likewise hold them for the fastest record runs for short distances.

World Famous Runs.

In May, 1893, the Empire State express on the New York Central ran one mile in 32 seconds which is at the rate of 112 miles an hour. In August, 1895, the Pennsylvania road ran a train 5.1 miles in 3 minutes, which is at the rate of 102 miles per hour. The Plant System in March, 1901, made the fastest run ever made, covering five miles in 2 minutes and 30 seconds. This is at the rate of 120 miles an hour, or two miles a minute. In January, 1899, a Burlington train ran 2.4 miles in 1 minute and 20 seconds, or at the rate of 108 miles per hour.

The New York Central Road made another record in January, 1903, when it ran a train 7.29 miles in 4 minutes flat. The speed attained was at the rate of 109.35 miles per hour.

In April of last year a Michigan Central train ran 3.73 miles in 2 minutes, or at the rate of 111.9 miles per hour. Last July a Philadelphia and Reading train traveled 4.8 miles in 2 minutes and 30 seconds, or at a speed of 115.2 miles per hour.

One of the fastest short distance regular trains in America is a New York Central train which makes the run of 143 miles from New York to Albany in 160 minutes. Several trains on the Baltimore and Ohio Road cover the distance of forty miles between Washington and Baltimore in 45 minutes. The Congressional limited, on the Pennsylvania road, makes the run from Jersey City to Washington in 286 minutes. The distance is 227 miles.

The Pennsylvania road in 1897 made a now famous long distance run from Jersey City to Denver, 1,937 miles, in forty-eight hours, an average speed of 40.3 miles per hour. In 1891 the Canadian Pacific ran a train 2,802 miles in 77 hours and 9 minutes, which gives an average speed of 36.32 miles per hour.

Another long distance run which created a sensation at the time was the trip of the Jarrett & Palmer special theatrical train, which made the run from Jersey City to Oakland, Cal., 3,311 miles, in 83 hours and 45 minutes, an average speed of 39.53 miles per hour.

In January, 1904, the Clark special train ran from Albuquerque, N. M., to Chicago, 1,478 miles, in thirty hours, maintaining a speed of 45.9 miles per hour.

Norfolk Rabbit Warrens.

The great headquarters of the natural warren of England is in Norfolk, and more especially in the neighborhood of Thetford. There for mile after mile rabbits are the main "crop" of the country, and a paying one, for the only labor involved is that of catching them. You can walk for miles and see nothing but rabbit warrens on every side. The woods and parks are warrens, and so are the heaths. The only houses in sight are warreners' cottages, and instead of plowmen at work, or men sowing corn, or shepherds and their collies, the only workmen visible are all warreners.—London Country Gentleman.

If the automobile craze keeps up, repairing them will be the surest way to make money.

Peace After the Battle.

The wife of a well-known Western Senator is a Southern woman who was married to the Senator late in life. While still a young girl she left her native State and came North to live; but from time to time she would revisit her old home.

On one of these occasions shortly before her marriage she happened to meet the old colored "mammy" who had been her nurse, and who was vastly surprised to find that "Miss Mary" still was unwedded.

"Lan', Miss Ma'y!" she exclaimed, "ain't yo' married yit?"

"No, not yet, Aunt Sally," was the answer.

"My, my! Who'd a-thought it? An' yit," she mused, determined to soften this disgrace, "aftah all, dey does say dat ol' maids has de happies' life; dat is, aftah dey quits strugglin'."

Railway Rate Legislation.

At the biennial convention of the Order of Railway Conductors recently held at Portland, Oregon, resolutions were unanimously adopted voicing their sentiments as to the effect of proposed railway rate legislation on the 1,300,000 railroad employes, whom they in part represented. These resolutions "indorse the attitude of President Roosevelt in condemning secret rebates and other illegalities, and commend the attitude of the heads of American railroads, who, with practical unanimity, have joined with the president on this question." They then respectfully point out to congress the "inadvisability of legislation vesting in the hands of a commission power over railway rates, now lower by far in the United States than in any other country," because such regulation would "result in litigation and confusion and inevitably tend to an enforced reduction in rates, irrespective of the question of the ability of the railroads to stand the reduction, especially in view of the increased cost of their supplies and materials." They further protested against such power being given to the present Inter-State commission because "the proposed legislation is not in harmony with our idea of American jurisprudence, inasmuch as it contemplates that a single body shall have the right to investigate, indict, try, condemn and then enforce its decisions at the cost of the carriers, pending appeal, which is manifestly inequitable."

The conductors base their demand for only such legislation, if any, as would "secure and insure justice and equity and preserve equal rights to all parties concerned," on the ground that the low cost of transportation "is the result of the efficiency of American railway management and operation which have built up the country through constant improvement and development of territory, while at the same time recognition has been given to the value of intelligence among employes in contrast to foreign methods, where high freight rates and lowest wages to employes obtain."

In pressing their claims against legislation adverse to their interests, they point out the fact that "the freight rates of this country average only two per cent of the cost of articles to the consumer, thus making the freight rate so insignificant a factor in the selling price that numerous standard articles are sold at the same price in all parts of the country."

The Millcreek Philosopher.

Evasion is the tribute cowardice pays to direct falsehood.

It would be much more easy to conquer fate if we but knew what fate was to be.

Always take the deed for the will—and cheat the lawyers out of a contest.

It is a pity that the wheat, instead of the speculator, falls into the hopper and is ground up.

The bookworm sees but the printed page. All nature's volume is a stranger to him.—Cincinnati Commercial.

PISO'S CURE FOR CONSUMPTION
CURES WHERE ALL ELSE FAILS.
Best Cough Syrup. Tastes Good. Use in time. Sold by druggists.