CTORY WON BY A SMALL MARGIN. w the Fast Train Ate Up the Miles

to Buffalo. eak time more skillfully man-was a train guarded so careaccident. Every country lane, nothway, every street crossing cago and Buffalo was patrolled man, who went on outy half an the train was scheduled to ap-

ounds. These are only a New York Central engroom cars weighed and Dr. Webb's private the longest and heaviest ighed 119,500 pounds. weight of engine and is.

Perfect Method of Timing.

Turned to Victory.

TAILS OF THE FLYING JOURNEY.

Chicago to Buffalo. ck in the tower of the Lake Shore

DE WEBB JASPOOR he official timekeepers. The busiest man of | gines at the end of a division in ninety secthe official timekeepers. The busiest man of all was A. B. Newell, Superintendent of the first or Western Division. He and Engineer Mark Floyd, who was to make the run to Elkhart, Ind., held frequent consultations. Mr. Newell thought the run of 87.4 miles could be made in seventy-five minutes; in fact, he was willing to bet on it. He promised Floyd 200 cigars for every quarter of a minute he would cut under that time. Floyd thought he had a sure thing on half a decret by the officials of that road. But there was no such luck in store for the Lake Shore people. It took two minutes and eleven seconds to replace No. 597 with No. 599 at Elkhart; and the watches marked 4:57:04 when Dave Luce pulled the throttle of No. 599 wide open and lit out for his run on the Michigan Division from Elkhart to Toledo. Great things were expected of this 132 mile stretch of track In the first black flow of the claim made by the officials of that road. But there was no such luck in store for the Lake Shore people. It took two minutes and eleven seconds to replace No. 597 with No. 599 at Elkhart; and the watches marked 4:57:04 when Dave Luce pulled the throttle of No. 599 wide open and lit out for his run on the Michigan Division from Elkhart to Toledo. Great things were expected of this 132 mile stretch of the conditions of the conditions and the watches marked 4:57:04 when Dave Luce pulled the throttle of No. 599 wide open and lit out for his run on the Michigan Division from Elkhart to Toledo. Great things were expected of this 132 mile stretch of the conditions of the officials of that road. But there was no such luck in store for the Lake Shore people. It took two minutes and eleven seconds to replace No. 597 with No. 599 at Elkhart. open and lit out for his run on the Michigan Division from Elkhart to Toledo. Great things were expected of this 133 mile stretch of track. In the first place, from Waterloo to Air Line the track is as straight as a string; a tangent of sixty-nine miles, and down hill most of the way at that. And then Dave was alleged to be a fiend incarnate in a cab. Dave and No. 599 have kept company for over a year, and Dave thinks nearly as much of that engine as he does of his wife and baby. He thought so much of it that when, Wednesday afternoon, he discovered a screw wheel was not exactly tight he insisted upon running the machine into the shop to fix it. He did so; gave the screw one-half turn, and ran the engine out again. The first sign of day appeared in the sky two or three minutes after Elkhart was left behind, and the country which had been flying by at a rate of sixty-one miles an hour began to assume tangible shape. pipe.
"I have given the conductor orders to give the signal five seconds in advance," said Mr. Newell, "so that we can start promptly on time."

As the hands on the watches approached the hour of 3:30 the railroad men ceased their chatter and offers of bets, and fixed their eyes intently on their timepieces. There was an almost imperceptible movement of the train.

The Train Is Off.

The Train Is Off.

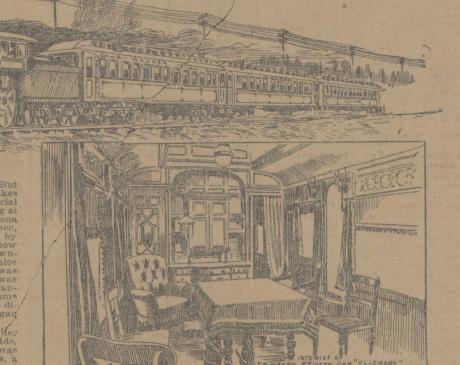
"It's 3:29:27," said Timekeeper Smith, "and we are off."

In an incredible short space of time that train seemed to be tearing through space at a gait which would put many of the regular express trains to shame. There was no jar, no jerk, but the rattle of the wheel on the rails told plainly that Floyd had "thrown her wide open," and was prepared to make good his boast of seventy-five minutes to Elkhart. On past Colehour, the Roby race track, the Chicago and Calumet Terminal crossing whizzed the train. Whiting was three miles and a half away and Supt. Newell sat with his face glued to a window and with a heavy blanket wrapped around his head to keep the lamp-light from interfering with his vision. When he shouted the stopwatches recorded 3:34:45, the run' of three miles and one-half being made in five minutes and eighteen seconds. This was not quite up to expectations, but the prophets averred that Floyd would "soon get her warmed up," and then there would be some lively riding.

Pine was the next station, six miles and two furlongs away. Floyd had "foosened her up" a trifle and by the time the station Evidence of Frost Appears. With the daylight came evidence of a heavy frost, which was regarded with ominous looks by the railroad men. They asserted it would make a difference of at least five minutes to Toledo, and they were not far from right. By the time Goshen, five and one-half miles from Elkhart, was reached the train was flitting along at a sixty-two mile an hour clip. Fifteen minutes later, at Ligonier, the top notch of the trip up to

TRAIN SCETCHES "CAUGHT ON THE FLY."

EA HANDT



Auspicious Start from Toledo.

A.M.WAITT

to Cleveland is about six miles. Every one Geneva, showed an eighty-mile an hour

was willing to swear the first two were traveled at a ninety-mile clip, but the speed was not half as important as the question: "Will that blessed Cuyahoga Bridge be open?" It was shut and Cleveland was entered at 8:50:13, the entry into the old rattle-bag depot making more noise than a salvo of artillery.

The fact that the train was going through seemed to be known only to the usual depot making more noise than a salvo of artillery.

The fact that the train was going through seemed to be known only to the usual depot minutes and almost a quarter in four minutes. And twenty-four seconds, over circles of the control of the cont

eignty-four and one-half miles an hour. It was seen before Erie was reached tha Garner had beaten his schedule by severa minutes, and the hope was expressed tha if his successor could only do as well the journey might not be in vain.

Records of the Fourth Section.

tillery.
The fact that the train was going through seemed to be known only to the usual depot loungers watching its advent and speedy departure.

Records of the Third Section.

-Ten-Wheeler Takes Hold.

spilled.

No one knows just exactly at what rate

otted task.
Water Becoming Scarce. slowing down and getting up speed again, 2:05: time, excluding above stop, 107.8 miles in 104 minutes 1 second; average speed, 62.18 miles per When the train pulled out of Cleveland :51:58, with Jake Garner at the throttle

	necords of the last section	PALO	
	The official time:		
	Running		
8	Stations. Miles, time.		mie.
	Erie		9:48
	Moorehead 3 2.29	10:3	
	North East 4 3:16	10:3	
	State Line		38:15 10:22
			15:50
E	Brocton 8 6:07	10:1	52:06
	Van Buren 5 3:33		55:30
	Dunkirk	11:0	8:54
	Farnham		0:33
	Angola 5 3:41		4:14
	Lake View	11:5	
4	B. C. Crossing 8	11:3	
	Buffalo 2		
8	Total miles, 86; time, 1:10:46; average	re si	beed.
	72.91.		

TRIBUNE BREAKS A WORLD'S RECORD.

Morning Issue Arrives in New York on

the Day of Publication.

New York, Oct. 24.—[Special.]—President Webb of the Wagner Car company was in Chicago at 3:30 o'clock this morning. At this writing (9:20 p. m., Western time) he, in company with Cornelius Vanderbilt, is takng a party of friends to his summer home on

The same impression of THE TRIBUNE which the good people of Chicago found on their breakfast tables this morning is now being breakfast tables this morning is now being read in New York City, and the reporter for The Turbune who is writing this dispatch was in Chicago less than eighteen hours ago. He made the trip from Chicago to New York in exactly seventeen hours and fifteen minutes actual running time, beating all previous time made between the two cities by three hours and forty-five minutes.

H. L. Robinson, who left Chicago with him this morning, is now seated in a box in a New York theater enjoying the second act of a play.

a play. Synopsis of Record-Breaking Trip. The above epitomizes the record-breaking which was done by the Lake Shore and Michigan Central special which left Chicago at exactly 3:29:27 o'clock this morning with the purpose of beating all previous long distance performances, either in England or America, and did it. How the run to Buffalo was made is told in another account.

After the train had pulled into Buffalo, bearing its record with it, Dr. Webb's private car, the Ellsmere, was attached to the Empire State Express on the New York Central, and half an hour afterwards, noon by Chicago time and 1 o'clock by New York time, the run for Gotham was begun.

In the private car were Dr. Webb, Mr. Bore In the private car were Dr. Webb, Mr. Bornett, his private secretary, Austin Leonard,
who had been piesed up at Buffalo, and the
reporter for The Tribune. Then, after dinner had been discussed and there was nothing
to do but congratulate one another on the
successful attempt to smash records which
had been made, Dr. Wabb found time to discuss the phonomenal run at length.

Idea Was to Beat English Record.

"The idea of tring to beat the English and New York Central long distance time was first suggested a week ago," he said. "Mr. Vanterbilt and myself were in Cleveland, and the likelihood of the English trying to beat the Central's record was being discussed. The two were so close and there was so much argument being had about the correctness of the time claimed by the Central, one New York paper denying it altogether, that I suggested we attempt another record on the Lake Shore and see if we could not set a mark which nobody would try to reach.

"Mr. Vanderbilt fell in with the idea. We consulted General Superintendent Canniff, who said he was confident he could beat the New York Central's time and from that time up to this morning, when we left Chicago, we have been busy with the details. Now we have been busy with the details. Now we have beaten all records, although not by as good figures as I hoped for and I am immensely satisfied with the result.

"There is one thing known, of which I am thoroughly satisfied," continued Dr. Webb, "and that is that if we nad to do this thing over again we could knock at least half an hour off the time we made this morning. In Idea Was to Beat English Record.

Behind Time at Toledo. "I tell you, though, it looked pretty badly when we arrived at Toledo. We were behind time and with little prospect of catching ur. The trouble was our engines were not heavy enough to haul the train at full speed when came to heavy grades. This special carmine weighs seventy tons, or almost as mu as the entire train; engine and all, with whithe English made their record, and there we

Erie, and while it was a good one still it was not fast enough to help us out of our trouble, and it looked as if the game was all up. To make a bad matter worse that section hand had to flag the train and bring us to a dead stop, losing us at least five minutes if not more, for you cannot stop a train going at the rate of seventy-two miles an hour, as that one was, and get it going again at the same speed in an instant. I was angry enough at that flagging at the time and thought the section hand had gone crazy, but since leaving Buffalo have received a telegram which shows he was right. It seems he had found a broken rail and there was no time to put in a new one. So he spiked it as securely as he could,



TOBACCO

No Nerves Quaking Palpitating



DR. WEE 3'S EARLY BREAKFAST IN CHICAGO.

away. But ignorance was bliss, else there might have been a case or two of sudden death in that drawing-room car.

"Twelve miles away at 11:20:11," was the situation when Lake View and suituation when Lake View and we'll make her easy," said still. Wi oughly curve, fourteen m Clevelend, was rounded with the ling at 6% miles an hour. This was to some of the officials, who restore the train started from Chiwere afraid they would have to to slaty miles an hour when they curred.

Off for the Fourth Run.

the starting point was finished in one hour | communicated the glad news just as the

THE START FROM THE LAKE SHORE DEPOT.

twenty-five minutes and twenty-six seconds, at an average speed of 61.23 miles per hour. This was seven minutes slower than it was expected the run would be made.

Records Made in the First Division.

The official time:

Stations.

Stations.

Miles.

Running time.

Stations.

Miles.

Running time.

Stations.

Miles.

Running time.

Stations.

Miles.

Running time.

Time.

Stations.

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Running time.

Time.

Stations.

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Running time.

Time.

Stations.

Miles.

Miles.

Miles.

Stations.

Miles.

Mi

cas reached.

Down at South Bend they have a city bridinance declaring it unlawful to run rains within the corporate limits of the city at a speed exceeding eight miles per cour. There were half a dozen early risers in the depot to see the train go by. It is afe to assume they guessed its speed at anywhere from 100 to 200 miles per hour. In reality it was only sixty-three.

Records Made in the First Division.			
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:45			
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:50			
:05			
:01			
:07			
:56			
:00			
:01			
:24			
:15			
:53 ur.			
SS-			
17/1/1			
The state of the s			