

A MODERN MERCURY.

A Test of the Speed of an Iron Steed.

Riding in Front of the Fast Mail Train.

How the Mail is Expedited in Eastern.

Among the incidents of a ride from Omaha to Chicago, over the C, B. & Q. route, one of the most interesting is that which occurs about 11 o'clock each day, when the train which leaves this city in the afternoon meets the fast mail train, or "White Line."

"Come out on the platform and I'll show you something," said Superintendent W. J. Davenport, to a Bee reporter who was on the run the other day. The train, drawn by two huge engines, was rushing along at the rate of fifty miles an hour with fourteen Pullman coaches filled with excursionists flying in their wake.

"Do you see that curve just ahead? You will see the fast mail come around it just as we get there. Look out for your hat!"

In an instant we were on the curve. There was a cloud of black smoke, a gleaming locomotive, a stack of coals, and the two trains dashed by each other and before the passengers had time to more than note the two white cars receding from view, they had disappeared.

"That train is always to be met at the same spot and in her daily run for nearly six months has never reached the Council Bluffs transfer platform one second late.

THE FAST MAIL TRAIN

was put on the C. B. & Q. road March 1st, in order to connect with the similar train running from New York to Chicago. The object was to expedite the transfer of mails between the east and the west, especially between New York and Chicago, and the Australian mail, or "Black Strap." The train leaves New York at 8:50 p. m., arriving in Chicago at 12:35 the following night and the connecting train continues its journey, leaving Chicago at 3 a. m., and arriving at the Omaha transfer at 6:40 p. m. The best time is made on the latter division and could be shortened still more if it were necessary. As there is no object, however, except to catch the Union Pacific west bound train, the arriving time is put at about that hour.

MAKING THE TRIP.

No passengers are allowed to ride on the fast mail, other than the government or railway employees, under any circumstances, and it is impossible to get a permit, even for the reporter of the Bee, an influential Chicago paper. The train is not recognized by a position on the time card and in fact the engines and cars are sort of outlawed among their mates on account of their "fast" life. The train is not considered a safe one for passengers, who would also be in the way of mail cars and as the train only stops at long distances and then for coal and water, none but through passengers could be carried anyway.

THE START.

It was a wet, dirty night, as the reporter, gripack in hand, started for the depot, and the walk down Madison street alone was not a cheerful one. A cold wind was blowing and the falling rain added to the darkness which was scarcely phased by the dull glare of the gas lamps, and almost discouraged one from starting out on such a journey. The iron gates leading into the depot were closed and guarded by several policemen, there being a saloon conveniently situated just across the street. At last, however, the mission was accomplished through the kindness of Capt. James E. White, superintendent of the railway mail service, and a most courteous and obliging gentleman as well as an official, who has no superior in his line of business.

THE TRANSFER.

At 6:40 p. m. the train was met by the fast mail train, and the transfer of mails between the east and the west, especially between New York and Chicago, and the Australian mail, or "Black Strap." The train leaves New York at 8:50 p. m., arriving in Chicago at 12:35 the following night and the connecting train continues its journey, leaving Chicago at 3 a. m., and arriving at the Omaha transfer at 6:40 p. m.

During the two national conventions an average of one hundred sacks of Chicago dailies went out each morning, the weight of each sack being about 120 pounds or a little heavier if the papers were fresh from the press.

At the mouth of Ayer, the thirty days' official weighing of all mail, showed an average of 22,993 pounds for this run. On all C, B. & Q. trains out from Chicago, the total amount carried was 1,462,106 lbs., a daily average of 48,737. During the same time, the Q. brought in 456,429 lbs., an average of 15,215 lbs.

THE HANDING

of this immense amount requires the work of about forty men on this run alone; the crew between Chicago and Burlington includes six men, and west of Burlington three, the men working a week and then being given a week's rest, "working the mail" on a train running at such speed being extremely difficult. There are required six postal and six storage cars, all of which are painted beautifully in white and gold and bear the name of the C. B. & Q. railway and the arms of the United States in blue and gold. Each car is named after a state or territory, Nebraska having a namesake among the rest. By this line the mail between New York and San Francisco is expedited twenty-four hours, and if the Pacific roads would adopt the system it would almost double the saving of time. There is no prospect, however, of the Union Pacific putting on a fast mail as she has too many connecting lines to make in the west. A movement is on foot in Australia and New Zealand to send a commission to Washington to endeavor to have a fast mail east as well as west in their interests. These facts were learned as the train was flying over the atlatracks at a terrific speed, and just as it drew into the beautiful little city of Aurora, one hour out of Chicago, the sun, very appropriately, began to drive away the darkness and crossing the Fox river, the rain and the night were soon left behind, and at 8:28 Burlington was reached and the second stop of the trip made.

SWIFT WHIRLING WHEELS.

The 123 miles from Galena to Ottumwa, where the crew breakfasted at 10:50, were run in three hours and thirty minutes, the rate of 35 miles an hour exactly, and several stops were made in that time, including one of five minutes at Burlington. One engine that drew the train was No. 78, a new one built with five others especially for this run and were largely of the same type, being over the atlatracks at a terrific speed, and just as it drew into the beautiful little city of Aurora, one hour out of Chicago, the sun, very appropriately, began to drive away the darkness and crossing the Fox river, the rain and the night were soon left behind, and at 8:28 Burlington was reached and the second stop of the trip made.

RULER OF THE RAIL.

From Ottumwa to Creston there was a new engine and a new crew. The former was the 274, F. Sutherland, engineer. Popular and jolly Ed Butcher was the new conductor, and he made things lively, as well as pleasant. Division Superintendent Stewart having tendered the freedom of the train, it was pleasant and relieved the monotony of the long ride to alternate between the cars and the engine. Sutherland had the mate to 78 and was a little nettled to hear the highly praised engine was as good as any one's, and he showed her ability by putting it to the test and covering the ground between Lucas and Woodburn, eight miles exactly, in seven minutes and thirty seconds, and half trying, and taking the train into Creston safely sailing. The distance from Chicago to Ottumwa, including stops, had been made in less than twelve hours, and taking into consideration the slower time on to Omaha, Mr. Sutherland said if necessary the time of the entire trip could be shortened five hours and he'd do his share.

A MANCHESTER MONARCH.

At Creston the "89," a heavy Manchester engine, driven by Wm. Russ, was coupled on to the fast mail, and the trip ended, the achievements of the other engines. He smiled grimly and bet five dollars the time was never made. He took the matter under prayerful consideration and finally, reaching a good straight piece of track, he said he "would let 'er out" just to see what she would do. It was just five miles from station, and with the throttle wide open, and away she sped, gradually the speed increased; the puff came more quickly until it melted into a continuous sound; the parallel rods were going faster than twin meteors and the gallant train was making a mad race with the albatross. At the depot, the 89, the whistle stuck her nose at the ground and fairly kicked her heels in the air with joy, while her carvings caused the reporter to hang on for dear life to the side of the cab and try to remember his "Now I lay me." Watches were out to watch the progress of every second, the station and engine were right at the 89, and the signal lamps, it soon plunged boldly and swiftly forward on its long trip across the prairies of Illinois and Iowa.

A BUSH SCENE.

was that inside the car. On either side were endless rows of sacks hanging empty and wide-mouthed from their hooks, long lines of pigeon holes above and various other receptacles, all awaiting their turn to be filled with the letters and papers which were flying about a literary hailstorm. As soon as one was filled the mouth of a sack was closed, tied or locked, the sack taken from its hook and placed on top of a pile and its place refilled by another empty one. The clerks worked as if their life depended on it and the pile soon looked like a stack of cordwood about the car. The men had been working like this since 5 o'clock in the afternoon and would do so until relieved at Burlington at 8:28 a. m., by a new crew. The bulk of the mail in this car consisted of Chicago dailies of that morning, while in the rear car were the mail from the west, and the "black strap," there being an unusually large quantity of the latter. An idea may be gained from the fact that the average tonnage taken out per day on this run is 12 to 15 tons, a similar train out in the afternoon taking about two-thirds as much more.

Collision of Steamers.

PORTSMOUTH, N. H., August 21.—In answer to his criticism of his course in the life between Cape Sable and Littleton Island ran like a mill race, and was full of heavy logs, rendering an attempt to cross exceedingly dangerous and well nigh impossible.

Why Littleton Island was Not Reached.

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A STARTLING CRIME.

A Defaulting Banker Who is Also Accused of Poisoning.

His Crime Committed to Obtain Possession of an Estate.

His Bank Closes Its Doors Yesterday, Whences the Revelation.

His Victim Not Dead, But Dying From the Effects of the Poison.

Boston and Alton Horrified at the Startling Revelations.

ALBION, N. Y., August 21.—Owing to the absence of the president, the business of the First National bank of Alton, N. Y., is suspended by order of the board of directors, on the examination of its affairs, can be held. It has been ascertained that President A. S. Warner departed from Alton last Wednesday, carrying with him the combination of the inner safe. It is likely his absence will continue some time. The condition of the bank cannot be ascertained until a thorough examination has been made and the safe opened. Great excitement prevails as it is feared that depositors will lose. It is learned that early in 1879, Roswell L. Burrows, a wealthy man of western New York died, leaving an estate, the value of which is estimated at from five to ten million dollars. The executor was his wife, Mrs. William R. Burrows, his son-in-law Alexander Stuart, and A. S. Warner. 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