

**SPEEDY TRAVELLING.**

**MILLIONAIRE GATES MAKES RE-MARKABLE RUN.**

**Frank A. Vanderlip Made Nearly Mile a Minute Record Between Chicago and New York.**

Railroad Magazine. When a man has the price and finds it necessary to be whisked across the country at the fastest possible speed, then look out for new records! During recent years a number of rich Americans have found the regular schedules and the fastest trains too slow, or the importance attending their journey too great, and have engaged special trains to have the right of way over everything to get them to their destination. The most recent case on record is that of Charles G. Gates, a New York broker, who was suddenly taken ill in San Diego, Cal., and wanted to get home to New York as fast as steam could carry him—or faster.

Mr. Gates hurried to the telephone and rang up the Southern Pacific Company's office at San Diego. A special train could not be procured immediately, but the Sunset limited was leaving in a few hours and the railroad officials agreed to attach the "Ranger" Mr. Gates private car.

Arrangements were then complete for a special train to be made up and waiting on his arrival at Yuma, Ariz., which would make the run across the continent in the fastest time that schedules would allow.

An engine, buffet car and three coaches for ballast were standing on a side track at Yuma, and no time was lost coupling the "Ranger" to them.

At 5:30 o'clock on Thursday, February 16, the special pulled out of the little Western town on its three-thousand-mile journey, while the wires beside the track hummed with messages arranging a special right of way over the roads it would traverse.

When Mr. Gates paid his bills he found that the trip from coast to coast had cost him \$6,000, at the rate of about \$2 a mile. The cost of the run from Chicago to New York was \$1,825, which figures up to a charge of \$2 for every minute that the special was on rails.

**Vanderlip's Trip.** Few runs have proved more thrilling than that participated in by Frank A. Vanderlip, President of the National City Bank of New York who during the early part of 1900 started from New York in a vain effort to beat the Grim Reaper to Chicago, where his aged mother lay dying.

When at the point of retiring for the night Mr. Vanderlip received a telegram from his brother-in-law in Chicago saying that his mother had been prostrated by sudden and serious attack of pneumonia. Seizing the telephone, Mr. Vanderlip notified the New York Central authorities that he wanted a special made up for him at once.

The Vanderlip race against death should live in the history of rail-roading. It established the fastest time between New York and Chicago, the train reaching the La Salle street station at seven minutes after three o'clock the next afternoon, sixteen hours and seven minutes from New York, almost an hour better than the previous record of seventeen hours, and two hours faster than the schedules of the Twentieth Century Limited and the Pennsylvania special. The entire run of 965 miles was made in exactly 907 minutes, making an average of 1.06 miles a minute.

Throughout the race Mr. Vanderlip kept begging the engineer for more speed. He received no message as to his mother's condition en route and lived in constant fear that Death would beat him to the bedside.

When the train reached Englewood Station he jumped into a waiting automobile and started at top speed for his mother's home on Madison avenue. "Mother?" he asked as the door opened. "She died at ten minutes to three," was the reply—which was the very time the special had pulled into the Englewood Station.

**A Doctor's Race.** A railroad race with death that takes rank with the above occurred several years ago, when Dr. W. Meyer and two nurses started from New York in a record-breaking run to the scene of a wreck on the New York Central near Lynos, N. Y., in which Mrs. Newman Erb, wife of the Vice President of the Pere Marquette Railroad, had been seriously injured.

Accompanied by Mr. Erb's son-in-law and his wife, the physician and nurses left the metropolis on a special, composed of the fastest engine available, three day coaches and a private car. The special was ordered at 7 o'clock in the morning when the news of the disaster arrived, and pulled out at 7:50. It was given clear track and whirled up the Hudson the rate a mile a minute.

At Albany, Dr. Meyer, appealed to the engineer and Conductor William Lewis for more speed, and from Albany to Syracuse all records were broken, the distance to the latter city from New York being made in four and one half hours. After a quick change of engines, the train hurried on to Rochester, the 81 intervening miles being covered in 74 minutes. The run was all the more remarkable in view of the fact that the engineer was compelled to slow down six successive times.

York Central to that date. Perkin's Ride. Late in March, a year ago, George W. Perkins and his wife figured in a spectacular railroad dash from Sturat Fla., to Cleveland Ohio, where Mr. Perkin's aged mother lay dangerously ill. Receiving word by telegraph of the latter's critical condition, while sojourning in Florida, Mr. Perkins ordered a special to be made up for him at once, and within an hour the train with himself and his wife on board, pulled out of Stuart.

Chattanooga, Tenn., was reached at 7 o'clock of the same evening, Cincinnati at 4 o'clock the following morning, the night run of 337 miles between the two cities having been made in 530 minutes.

It took four minutes to effect a change of locomotives at Cincinnati, and Mr. Perkins implored the new engineer to do all in his power to make better time, with the result that the distance of 203 miles to Cleveland was covered in 288 minutes. A waiting automobile carried Mr. Perkins to his mother's bedside, where he found that his race from the South had not been in vain.

On September 28, 1908, Frederick Thompson received word in New York that his wife was dangerously ill in Chicago. He immediately telephoned C. F. Daly, one of the Vice Presidents of the New York Central, to prepare a special for his use.

After a short delay Mr. Daly notified him that it would be impossible to get up a special for several hours at the very least, and advised Mr. Thompson to take the Empire State Express, which was scheduled to leave within the hour. Mr. Thompson, fearing that even the slightest delay might prove costly, told the official that he would leave in the Express, but asked to have a special in readiness for him in Buffalo.

The Vice President assured him the special would be waiting, and the race began. On reaching Buffalo, Mr. Thompson learned by wire that his wife's condition was even more aggravated than when he left New York. He boarded the special which was made up of a locomotive and a single Pullman, and bade the engineer make the run of his life.

**Other Speed Data.** Chicago was reached at the rate of a mile a minute, and when Mr. Thompson got to his wife's side the run for the better in her condition was already marked.

Ralph Modjeska's successful train dash from Montreal to the Pacific coast, to reach his mother before she died, was another feat which has attracted wide attention. Although he did not have a special, the crews of the regular trains exerted themselves to their utmost in his behalf, news received along the line of his mother's steady decline supporting them on to their best efforts.

Last year the country was startled by the dramatic endeavor of Charles Talmadge, a Los Angeles millionaire, to reach Chicago from Santa Fe in order to place himself under the care of a specialist. Mr. Talmadge believed himself to be dangerously ill and was positive that his one hope for life rested in an operation.

Mr. Talmadge was in Santa Fe on business, when he became suddenly ill. He dropped an important real estate deal that he had under way, ordered a special consisting of two cars and a locomotive, and pleaded with the engineer to break every railroad record in history on the run to Chicago.

The train dispatchers along the Atchison, Topeka and Santa Fe were ordered to give the special a right-of-way and the crew of the latter were instructed by the officials of the road to annihilate time in a way they had never done before. The race started, and the distance from the starting point to Kansas City was covered at a rate that made a new record for the road.

When Kansas City was reached, however, Mr. Talmadge's condition had improved so materially that the special was dismissed and the rest of the journey was made on a regular train.

**Mayham Travels Fast.** Of all the long distance contests with the Grim Reaper, one that stands out from among the others is the run made by Henry J. Mayham.

While in New York on business, in February, 1897, Mr. Mayham received a telegram stating that his son was dying in Denver. He left immediately on the Pennsylvania Limited for Pittsburg, and, on arriving there, telegraphed Division Superintendent Howland, of the Chicago, Burlington and Quincy in Chicago asking for a special car and engine to carry him on to Denver.

Arriving in Chicago at 10 minutes after nine o'clock on the morning of February 15, he left 50 minutes later from the Union station in General Superintendent Hessler's private car, coupled to a special locomotive for the anxious father's use.

A second wire that reached him a few moments before the train pulled out informed Mr. Mayham that his son was sinking rapidly. He tearfully begged the officials to get him to Denver in time to see his boy before the end came, and told them to spare no expense to aid him in his race.

Affected by his grief the railroad men promised to get him to his destination within 24 hours, although the fastest regular trains took 32 hours.

A clear track was ordered for the special all along the line, and during the course of the run fully half

a dozen passenger trains were side-tracked. The only person on the special with Mr. Mayham was Conductor Murray.

At Lincoln, Neb., a traveling engineer, named Dixon, entered the cab and remained during the rest of the run, urging each successive engineer to greater speed, and infusing him with sympathy for the father, whose heart was breaking in the car behind.

Burlington 206 miles west of Chicago was reached in 231 minutes and Albia Iowa, 100 miles farther west, in 347 minutes. Red Cloud, Iowa, a distance of 447 miles, was reached in 507 minutes. On the straight stretches of track the rate of speed was a mile a minute and better; and even in Colorado during the 180-mile climb from Agron, almost as high a rate was maintained.

Colorado was entered at 12 minutes to 2 o'clock the next morning, and Denver at 8 minutes to 4 Tuesday, February 16. But death had won. Mr. Mayham's son had died soon after midnight.

During the course of the run Mr. Mayham had sent numerous telegrams to his son, telling him that he was coming and asking him to keep out his hope. Two of those telegrams was sent after the young man had passed away.

When the special left Chicago a snow storm was raging and the rails were wet and slippery. General Manager Brown, of the railroad, said subsequently that the run might have been made in half an hour less time had this not been the case. As it was, the distance of 1,026 miles between Chicago and Denver was covered in 1,132 minutes, or eight minutes less than 19 hours.

The previous record for the fastest long distance run had been made on October 24, when the Lake Shore Special Flier made the 948 miles from New York to Chicago in 17 hours and 20 minutes. The race with death from Chicago to Denver cost Mr. Mayham \$1,000.

**THE GAME LAW**

An act for the enforcement of the game law in the county of Granville.

The General Assembly of North Carolina do enact:

Section 1. That Thornwell Lanier, N. E. Faucett, J. B. Mayes, J. N. Watkins, and R. T. Gregory be and they are hereby constituted the board of game commissioners for the county of Granville for the better protection and preservation of game in said county, and to secure the better enforcement of game laws of said county, and they shall hold office for the term of two years and until their successors have been duly appointed or selected and qualified. That said board, after its qualification, shall organize by selecting a chairman and secretary from among their number, and shall elect a treasurer.

Sec. 2. That said game commissioners shall prescribe the form of license for non-resident hunters and shall furnish to the clerk of the Superior Court all license, record books and other blanks required under the game law.

Sec. 3. Any non-resident of the State of North Carolina who desires to hunt, shoot or trap birds or other animals in any part of said county shall make application to the clerk of the Superior Court of said county, who shall issue such license upon payment of a tax of ten dollars, and the clerk's fees, amounting to fifty cents. The license shall expire on the termination of the hunting season, as fixed for said county.

Sec. 4. That funds received by the clerk of the Superior Court from the sale of hunters' license shall be turned over to the treasurer of said board of game commissioners, and used as a fund for the enforcement of the game laws of said county. And at the end of the open season after paying the costs of enforcement of said laws, the balance of this fund, if any, shall be turned over to the school fund of said county.

Sec. 5. Said board of game commissioners shall, on the first Monday in May, one thousand nine hundred and eleven and biennially thereafter, appoint a chief game warden for said county who shall hold his office for a term of two years. That it shall be the duty of said game warden to diligently enforce the game laws of said county: Provided, the said board shall have power to remove said game warden without cause in its discretion.

Sec. 6. That said board may also appoint for each township in said county one or more deputy game wardens, with power of removal without cause.

Sec. 7. That the chief game warden and deputy game wardens so appointed, shall before entering upon the duties of their office, take and subscribe an oath to perform faithfully the duties of said office, and shall execute a bond in the sum of one hundred dollars, conditioned upon the faithful discharge of said duties, and for the payment of all sums as shall come into their hands by virtue of their office, and the chief game warden and warden and deputy game wardens so qualified, shall possess and exercise the powers and authority now exercised by constables at common law, and under statute of this state.

Sec. 8. That the treasurer shall enter into bond in the sum of five hundred dollars.

Sec. 9. That the chief game warden and the deputy game warden shall receive the sum of two and one half dollar for each non-resident license procured for such non-resident hunters, and the said board of game commissioners may allow such sum to the chief game warden and deputy game wardens for convictions for violation of the game law as may be deemed best, such sums to be paid out of the fund for the enforcement of the game laws.

**Lungs Declared Sound—Life Insurance Granted.**

If you knew a remedy that really had cured Tuberculosis; that had saved from death quite a number of people, would you try to get Consumptives interested in it and induce them to take it; or, would you say nothing about it, for fear of giving offence?

We know the medicine. We know the people cured—some of them. We have the stories of cure of many—and affidavits from some. We advertise Eckman's Alternative to tell those who have lung disease what has been done by its use. Investigate the following:

1618 W. Dauphin St., Phila., Pa. Gentlemen: "On the evening of May 13, 1907, I had five hemorrhages from the right lung. My hemorrhages kept up for one week—I had twenty-eight in all. Septic pneumonia developed. My doctor told me I had better go to another climate, as my left lung had also become affected. About that time I met Howard Klotz, 1619 Susquehanna Ave., this city, who had hemorrhages several years ago and who was cured by Eckman's Alternative. I started to take Eckman's about the latter part of August, 1907. My appetite improved at once and in about two weeks I started to gain weight. I improved steadily. Later, a very bad lameness developed in my right leg and I commenced to get a lump on my right hip. My doctor told me I was getting a tubercular abscess, and that it was affecting the sciatic nerve. The lameness and lump gradually disappeared. Have not had any trouble of that nature since."

Since my recovery about a year ago, I was accepted for life insurance, after two examinations by a company that had previously rejected me. I have advised several people to take Eckman's and those who took it faithfully had the same results as myself." (Signed Affidavit) CHAS. MORAN, N. Eckman's Alternative cures Bronchitis, Asthma, Hay Fever, Throat and Lung Affections. Ask for booklet of cured cases and write to the Eckman Laboratory, Philadelphia, Pa., for additional evidence. For Sale by all Good Drugists and

J. G. HALL, Oxford, N. C.

Sec. 10. That the provisions of law relative to hunters, as contained in the Revised of one thousand nine hundred and five, applying to Granville county, and amendments thereto, shall continue to be in full force and effect.

Sec. 11. That if any person shall be found with dog and gun off his own premises between the first day of February and the first day of November, it shall be prima facie evidence of unlawful hunting.

Sec. 12. That all laws and clauses of law in conflict with this act are hereby repealed.

Sec. 13. That this act shall be in force and effect from and after its ratification.

In the General Assembly read three times and ratified this the 1st day of March 1911.

N. H. Pharr, President pro tempore of the Senate.

W. C. Dowd, Speaker of the House of Representatives.

State of North Carolina. Office of Secretary of State. Raleigh, April 8, 1911. I, J. Bryan Grimes, Secretary of the State of North Carolina, do hereby certify the foregoing and attached (three) (3) sheets to be

**1879 J. G. HALL 1911**  
**Leading Druggist & Seedsman of Granville County.**  
**Doctors' Prescriptions and Family Receipts a Specialty, Compounded by Registered Pharmacists.**  
**Pure Drugs and Medicines, Every Kind.**  
Agent for "REXALL" Remedies. Every one is guaranteed. If not satisfied after taking any of these medicines your money returned You cannot lose.  
**SPECTACLES and EYEGLASSES**  
that suit your eyes at reasonable prices. Money back if not satisfied. Two registered optometrists.  
**High Grade Graden and Field Seeds.**  
**HORSE AND CATTLE POWDERS.**  
J. F. Ropster's Special Horse Power. Hall's Celebrated Hog Powder prevents and cures Hog Cholera and adds one pound of meat for every cent's worth of the powder fed to hogs.  
**MOST FASHIONABLE STYLES IN STATIONERY.**  
Box Paper, Tablets and School Supplies. Depository for Public School Books, Bibles, Teachers Bibles Family Bibles and Testaments at every price. Fountain Pens from \$1 to \$7.50. Guaranteed Razors and Pocket Knives.  
**Large Stock of Toilet Articles, Extracts and Other Perfumes, Combs and Brushes, all Kinds of Soaps, Toilet and Talcum Powders.**  
**CONFECTIONERIES, FRUITS AND CANDIES.**  
Huyler's, Fenway's and other high grade Chocolates and Chocolate Bon Bons. They are the BEST.  
**PANACEA, GENUINE, CHLORIDE CALCIUM WATERS AND ALL OTHER KINDS OF MINERAL WATERS, ALL THE MOST POPULAR SODA FOUNTAIN DRINKS.**  
**THE - BEST - ICE - CREAM - ON - EARTH.**  
Your Friend **J. G. HALL,** Oxford, North Carolina.

a true copy from the records of this office.  
In witness whereof, I have hereunto set my hand and affixed my official seal.  
Done in office at Raleigh, this 8 day of April in the year of our Lord 1911.  
J. Bryan Grimes, Secretary of State.  
Rolling stones, like some other smooth propositions, gather no moss  
A man can be much prouder of his wife for her good-looking clothes than for her noble character.

**Davis The Buggy MAN**  
**WANTS to say to you, that if saving money is any item of interest, then now is the time to come and look his line of buggies over. He pays your railroad fare one way, whether you buy or not, just to advertise his buggies and phaetons. Now From The Number of Farmers that have come from Granville this time and bought buggies, it would seem there is a reason. Now won't you to-day write or come to see this man Davis, and just let him show you the styles and makes he has.**  
**The man "PRICE" cuts a great figure here. If you can save \$7.50 on a rig, won't this pay you for your time.**  
**Yours for business,**  
**SAMUEL DAVIS,**  
**CLARKSVILLE, - - - - - VIRGINIA.**