THAT GREAT RUN.

The Atlantic Constitution Tells About Fenniman's Special Train.

The Atlanta Constitution has a column account of the great run from Salisbury to Atlanta Thursday by the special which left here at 11:56. It is as follows:

Rolling and swaying from side to side, and humming like a giant bee, a big locomotive with a single car attached surged and roared through North Carolina, South Carolina and into Atlanta yesterday.

G. H. Penniman was traveling "special" seventy miles and hour in pursuit of his luggage and the vestibuled limited.

From shortly before noon yesterday morning, when Chief Clerk Dan Rudin, of Assistant General Passenger Agent Hardwick's office here, received word that a special had started from Salisbury, N. C., in an endeavor to catch the limited until the dust covered engine and car pulled into Atlanta, and Mr. Penniman, dusty but triumphant, climbed aboard the train he had chased all day, nothing else was talked about by the railroad men here. The most intense interest was manifested.

It must be understood that the Southwestern limited is "The Great Induna" of the passenger trains on the Southern railroad.

Her appointed duty is to run between New York and New Orleans in a number of minutes. When she fails in her duty, unpleasant things happen to the persons at fault. Great interest is attached in railway circles to everything affecting her ordinary run.

In all of the railroad offices here the all-day race that Mr. Penniman made in his special watched by the experts on board.

Telegrams were received at frequent intervals giving the progress of the two trains as they left towns behind them, and were read with eager interest.

The first telegram received stated that Mr. Penniman had left Salisbury one hour and thirty-seven minutes behind the Limited, in an endeavor to catch it, and that he was to have a clear track straight through with right of way over all trains. The pursuit was to continue until the train was caught.

Mr. Penniman did not say what it cost, he simply desired to be put aboard the train at the earliest possible moment.

Beyond the fact that this man of direct methods who ordered a special train as other men order a cab was from New York, and that his ultimate destination was the City of Mexico, no information could be obtained, until the special ran into Atlanta and Mr. Penniman was transferred to the vestibule.

The exact cost of the trip to Mr. Penniman was not made public, but it is estimated that it amounted to about $500, covering the loss caused by the delay in traffic.

It would be difficult to exaggerate the intense interest manifested all day in railroad and transportation circles. Added excitement was given the chase when the fact become known that the limited had left Salisbury two hours behind time and was coming to Atlanta at a much faster rate of speed than usual.

This meant that the special must get over the tracks in record-breaking time to deliver its passenger at Atlanta in time to catch the train he was pursuing at such tremendous speed. The excitement reached its climax about 4 o'clock in the afternoon. The vestibule is due here at 3:55 o'clock. She was reported twenty-five minutes behind her schedule time at Cornelia, Ga., yesterday, Southern railway officials confidently predicted that she would cut this down at least five minutes before her arrival here. This proved to be the case

Ten minutes before the vestibule arrived the Loyd street end of the depot was crowded with railroad officials and others who had been watching the race all day, and who were anxious to see its finish. When the train pulled slowly in and stopped the conductor was immediately besieged with eager questions.

Five minutes before the vestibule was scheduled to leave a telegram was received announcing that the special would arrive in sixteen minutes, and orders were issued to hold the train twelve minutes.

The special came in on time, and Mr. Penniman stepped leisurely down and climbed aboard the train he had been chasing.

Tall, white haired, with white side whiskers, clean shaved up and chin and about seventy years of age. Mr. Penniman is a distinguished looking old gentleman. He is a typical New York financier in appearance.

To a reporter of the Constitution who saw him in his drawing room in the sleeping car he said:

"Really, there is nothing extraordinary to tell you. Through my own carelessness I got left at-er-Salisbury, I believe they call the place. All of my luggage was on the train and I desired to catch it. Now you have the whole story. I am going to meet my daughter on the Mexican border near Corporus Christi, Tex., and I have a sleeping car reservations all the way through that I did not care to lose. What business? I am not in any business.

"I am what you would call a bloated capitalist," he continued, smiling.

When pressed for further reasons for his wild ride he said without any show of interest:

"There is nothing more to tell. I came through on a special train, not because I was in any special hurry, but for the simple reason that I disliked having to wait for a later train."

To Mr. Penniman this appeared to be an ample reason.

Southern railway officials received many compliments last night for the workmanlike manner in which the special was worked through.

The special ran 313.3 miles in 279 minutes. The following table shows how the distance was covered:

Left Salisbury	11:56 a. m.
Arrived Greenville	1:58 p. m.
Left Greenville	2:04 p. m.
Arrived Atlanta	4:41 p. m.
Dis. Salisbury-Greenville	151.7 mi.
Time Salisbury-Greenville	122 min.
Dis. Greenville-Atlanta	161.7 miles
Time Greenville-Atlanta	157 min.
Total distance	313.3 miles
Total Time	279 minutes

Division Superintendent W. B. Ryder worked the special from Salisbury to Greenville, and Superintendent W. A. Vaughn handled it from Greenville to Atlanta.

Engines were changed at Greenville. The fastest time of the entire run was made between Salisbury and Greenville. A speed of over seventy miles an hour was maintained for many miles. It is estimated that the slowest time during the entire run was sixty-three miles an hour. Engineer Worth brought the train from Salisbury to Greenville. At Greenville Engineer Ed Miller and Fireman J. T. Burgess were waiting with engine No. 858 under a full head of steam. In six minutes Worth had uncoupled his engine and Miller was whirling the special on its way to Atlanta.

Miller and Burgess, cool, confident and dry when they began, were black, quivering and wet at the end of the run.

Railroad engineers can never tell of their exploits. This applies to all men who perform deeds requiring great courage and daring. Here is Engineer Miller's story of his run, told in halting phrase, with watch in hand for confirmation of time:

"We pulled out of Greenville at 2:04 and got here at 4:21. I humped her along for all she would stand, and in good places I let her out a piece, but she wouldn't take all the steam she can carry, no matter how hard I tried."

Officers Elected.

The following officers of Eagley council No. 5 were elected last night:

W H Stewart, Councilor.
J N Maxwell, Vice Councilor.
Mrs Huffman, Associate Vice Councilor.
Mrs Eb Scales, Guide.
W M Ruth, Recording Secretary.
D B Simpson, Asst Recording Secretary.
T L Swink, Financial Secretary.
C H Swink, Treasurer.
Mrs W T Workman, Inside Guard.
M L Swink, Outside Guard.
W M Ruth and J N Maxwell, Trustees.
W H Stewart, representative to the national council.

This council meets at Charlotte next August.

The officers will be installed on the third Friday in January.

Instruction in Music.

Mrs. Nora D. Whisner, Instructor in Piano music wishes to secure a class in that study. Is a graduate of the "Cincinnati College of Music" and has had eleven years experience in teaching. Residence. Methodist Parsonage South Main Street.

The New Shirt Factory.

Scotland Neck now has the largest and best equipped shirt factory in North Carolina. This factory is equipped with the latest improved Wheeler and Wilson sewing machines made by the Wheeler and Wilson Mfg Co., and which are to be seen in this factory, are marvels of ingenuity and perfection. There was a spirited contest between the several leading sewing machine companies to secure the order for this plant but the merits of the Wheeler and Wilson won. Now that a good example has been set by some of our leading citizens, let let others follow until Scotland Neck becomes the manufacturing center that her advantages warrant.

The new factory is about ready for operation and the work will commence in earnest by the first of January.

The Commonwealth hopes to see more such enterprise next year.

The Wheeler & Wilson machines are on sale in this city by the Southern Sewing Machine Co., W. M. Ruth, Salesman. Office over Huff's store.

Announcement.

I desire to announce to my former patrons and friends that I have decided to re-open my Tailoring Establishment in the rooms recently vacated by Dr. McKenzie in the Overman building, on Main street, by the 1st day of Feb. I am prepared at the present for business at my place of residence on East Fisher st. All work will receive prompt attention.

Respectfully,
LOUIS LICHTENSTEIN.

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