

A FAMOUS FAST RAILROAD RUN

It Was Back in 1877 Over the
Canada Southern From St.
Thomas to Amherstburg.



FAMOUS long-distance run of record. Lake Shore and Michigan Southern, June 1905; Buffalo to Chicago, 425 miles, 7 hours, 29 minutes.

The fastest long-distance run less than 500 miles. New York Central, September 1895; New York to Buffalo, 436½ miles in 407 minutes.

Among the fastest regular trains in the United States, for a shorter distance, is the New York Central, Empire State Express, between New York and Albany, 143 miles in 147 minutes.

Pennsylvania railroad, "Congressional Limited," Jersey City to Washington, 227 miles in 286 minutes. Also, same road, "Pennsylvania Special," Jersey City to North Philadelphia, 84 miles in 83 minutes; and from Jersey City to Harrisburg, 194 miles in 196 minutes.

Foreign runs, special runs: London, Northwestern and Cheltenham, 1893; London to Edinburgh, 400 miles, 488 minutes.

London and North-western, August 1895; London to Aberdeen, 540 miles in 612 minutes. A specially fast-ran, London and North-western, August 1895; London to Aberdeen, 540 miles in 612 minutes.

Northern Railway of France, Paris to St. Quentin, 96½ miles in 97 minutes; St. Quentin to the Belgian frontier, 23½ miles in 24 minutes.

Eastern Railway of France, Paris to Havre, 164 miles in 167 minutes.

The Michigan Central, "The Detroit," has for its regular schedule, Windsor Tunnel station to St. Thomas, 195½ miles in 192 minutes.

This line is the same as the one over which the first run was made in 1877, when it was called the Canada Southern. Not long thereafter, the Michigan Central purchased the road and it now forms part of the main line of the latter company.

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OXO CUBES are marvelous conveniences for people who have to do their own cooking.

4 Cubes, 10c.

A HUNDRED AND ELEVEN MINES IN ONE HUNDRED AND NINE MINUTES.

The Train That Left a Whirlwind in Its Wake.

The train was packed with the best quality of Scotch wood, water packed from the northwestern tank.

There was only one stop in the one hundred and eleven miles that separate St. Thomas from Amherstburg.

The engineer, Macomber, was accompanied by an admiring throng of passengers and railroad men, who congregated on the handsome appearance of his train.

He attended to the needs of the engine and the train. The train was packed with the best quality of Scotch wood, water packed from the northwestern tank.

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railway improvements enable "The Detroit" to better the time slightly, and so the Shaw boy may be said to "have it on the old man" in respect to speed.

The former track of the Canada Southern was not direct to Detroit, but via Amherstburg. Henry R. Leonard built the line direct from Windsor to Essex Centre, where it joins the old main track. It was a vast advantage to the road.

The Charm of a September Day.
The scene opens at St. Thomas, Canada, afternoon of Sept. 12, 1877. A bright, clear day, sufficiently warm for the season. The charm of autumn is in the air. The distance is rendered vague by the haze, adding the thrill of the unknown to the journey.

The rear portions of each train in the line of the Province of Ontario, are also at work. The corn is standing green and uncut, and sheep are contentedly grazing in the pastures.

Abundantly, the corn is growing thickly after the autumn rains that marked the beginning of the month. Perched on the high above the top of the forest, the light sparks were carried by the draught high above the top of the forest, the light sparks were carried by the draught high above the top of the forest.

How the Fast Run Came About.
The Right Reverend Casper H. Burgess, bishop of the Catholic diocese of Detroit, having passed the summer in Rome, was on his return to Detroit. It was desired to welcome him properly on his arrival.

The regular train from New York, on which the bishop had taken passage, was not due in Detroit until late in the evening. Two days for any public demonstration.

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