

Atlanta

BY E. B. MURRAY & CO.

ANDERSON, S. C., THURSDAY MORNING, SEPTEMBER 11, 1879.

VOL. XV.—NO. 9.

MORMONISM IN GEORGIA.

The Killing of Standing—The Other Side of the Story.

DALTON, Ga., August 22. Since so much has been said about the Mormon murder in north Georgia, by the press throughout the whole country, perhaps it might be well enough to give to the readers of the Constitution a little sketch of the history of Joseph Standing, that they may know something about his character and the circumstances leading to his murder on the 21st day of July, 1879.

It appears that Joseph Standing first made his appearance in Walker county, and succeeded in making arrangements to make his headquarters at a widow's house, the widow having two grown daughters. After remaining there for a while he succeeded in accomplishing the ruin of both of the young ladies. After this he then removed to Oatsoona county, three miles from Varnell Station, and put up with a man by the name of Elledge, who resided near the line of Wilkes and Cherokee counties. This man was composed of himself, wife two daughters and son-in-law. Pretty soon after these arrangements were made Elledge and his son-in-law obtained employment on the Cincinnati railroad, near Chattanooga, which caused them to be absent most of the time from the farm.

Standing and companion, Clausen, continued to remain and make their headquarters at Elledge's residence, and very soon succeeded in converting Mrs. Elledge and her daughters to the Mormon faith. Jane Elledge, the single daughter, had a child by Joseph Standing, which mysteriously disappeared immediately after the birth, at the time causing considerable excitement in the neighborhood. After the excitement subsided, in the course of time, it was discovered that Jane Elledge had again become enceinte by Joseph Standing, and was in that condition when the Elledge family emigrated to the Mormon country, a few days before Standing and his companions were paired to say that his intimacy with women was not, by any means, confined to this one family. Some three of four, if not more, young ladies living in the vicinity of Varnell Station, whose names we prefer not now to mention, met with their ruin by this man; one of the young ladies is the daughter of one of the young men. Nor does this tale stop here, as he has caused trouble in several families by being too intimate with their wives, and trying to get them to adhere to the Mormon faith, and persuading them to emigrate to the Mormon country.

So great were the troubles in one family, it is not surprising that the intimacy, which it caused the husband and wife to separate.

Now, as the good citizens of the country began to find out what kind of a man Standing was, and seeing that he was becoming bolder and more daring in his undertakings every day, they became tired of it, and thought it should be stopped, and they approached Standing on several different occasions, and endeavored to persuade him to leave their families alone, and also to leave the country; but he could not be prevailed on to do so, and finally some of the citizens in the neighborhood concluded that they might be able to frighten him off, and to do this they threatened to give Standing a whipping, and when Standing learned of this he remained in their neighborhood and did not seem to be at all frightened, these parties decided to put their threats into execution.

On the morning of the 21st of July last, the following men, David D. Nations, Jasper N. Nations, A. S. Smith, Benjamin Clark, William W. Bradley, Bradley, James Fausett, Hugh Blair, Joseph Nations, Jefferson Hunter and Mack McCure met Joseph Standing and Clausen in the road and informed them that they intended whipping them, and carried them near by to a spring. As seven of them were opposed to whipping Standing, and the other three at the spring they succeeded in persuading the other five of their comrades to abandon the idea of whipping them, and it was then agreed upon by all the mob that they would escort Standing and Clausen to Varnell Station and board them on the train and have them leave this country. Now, as this was the arrangement determined upon, and that no violence should be done the parties, one of the men, Mr. Clark, perhaps, laid his pistol on the ground and was in the act of getting a drink of water from the spring, when Joseph Standing suddenly snatched the pistol from the ground, and, cocking it, demanded the whole twelve men to surround him. One of the men, who attempted to raise his gun, which caused Joseph Standing to fire the pistol, wounding one man by the name of Nations, in the cheek, and before Standing could fire again, he was shot down by one of the twelve men above mentioned. None regretted this affair more than the man who fired the shot, but the intention of doing anything of the kind, but necessity compelled them, and they were being entirely justified.

After the killing of Joseph Standing these men continued to remain at their homes and in the settlement. No attempt was made on their part to escape, nor was there any effort on the part of the officers to arrest them, so far as we are informed, until a reward was offered by Governor Colquitt for their capture and conviction. These men, on learning that a reward had been offered for them, went to James county, Tennessee.

The friends of the mob made upon the Governor of Tennessee, the Sheriff and his deputy, of Whitfield county, accompanied by a deputy and posse from Bradley county Tennessee, proceeded to James county and arrested Andrew Bradley, Jasper N. Nations and E. C. Burd, near Oatsoona, and took them and put them in jail at Dalton. They used them a jail of *habes corpus*, and were brought before Judge C. D. McCutchen, who, after examining the testimony which had been introduced at the coroner's inquest, and also other testimony, fixed the bail at the sum of \$5,000 each. The friends not being there to make the bond, they were remanded to jail. Since then their friends have made good and sufficient bonds, but owing to the absence of Judge McCutchen, who is holding court at Spring Place, in Murray county, they were not set at liberty until the 23d instant, when the bond was accepted.

These men all stand well in the community and their action was caused by the excessive libertinism of Standing and his associate.

Jasper N. Nations is a member of the Cumberland Presbyterian Church at Tunnel Hill, and is in good standing. Special to Atlanta Constitution.

A dull, heavy pain in the sides, sleeplessness, want of energy, no continuity of labor, these all indicate that the kidneys of the liver, and should be removed by the use of Dr. Bull's Baltimore pills, which will surely accomplish the object sought.

TWO SIDES TO A TRADE QUESTION.

A Pointed Reply by a Charleston Merchant to the Advertisements of the Abbeville Medium.

CHARLESTON, August 29, 1879.

To the Editor of the News and Courier: Your paper of to-day contains an article copied from the Abbeville Medium, which contains many truths as regards the Charleston trade. It is true that we are years after the war pursued the old-fashioned ways of our fathers in the way of conducting our business. Our young men were led to believe that the sun rose and set no where in South Carolina so bright and rosy as in Charleston. We were taught to believe that Charleston contained all the wealth, intelligence and business capacity of the State. But the last five or six years have exploded these notions. Among men who have traveled in the country, have found out that there are other places besides Charleston. They have learned that our country cousins, uncles and aunts are as wide awake and more so than we are. They have also learned that they cannot sit down in Charleston and whistle for the trade to come to them. They must go for it. They must, to use a slang expression, "get up and git." They have met men traveling for business from all parts of the North, East and West that knew something. They have learned experience. The progressive young party now rising in Charleston intend to rule. They do not intend to sit down calmly and allow our competitors to walk over the course rough shod. We intend to have the trade if our country uncles, cousins and aunts will help us. Let me ask the medium some questions, which will apply as well to the other papers in the State. When you build or repair a church, do you go to the North to ask subscriptions? No, you come to Charleston. One instance, among many, let me state. A merchant from the North called on the subscriber to aid in building a church which had been destroyed by fire. I gave him my mite for what he thanked me. As he was going out of the office, I asked him where he bought his goods? Oh, said he, New York. Well, said I, why not go to New York and ask them to give you? Well, said he, I did not like to ask the Yankees to help us. He could come like others, and ask us to help him build his church, but when he wanted to buy his goods he went to New York.

OUR RAILROADS, TOO. Did Baltimore or New York ever help to build the railroads in this State? Where do they come when they want help? To Charleston! Where do most of them go when they want to buy goods? To New York or Baltimore. Some years ago, when two roads in the up-country wanted help, and in our impoverished condition we did what we could. Did Baltimore or New York give anything? Not a dollar! Where do those men who come here and sold solicited aid (saying all that trade should come here) go? Almost the last of the year they were in Baltimore. Why is this? The merchants of Charleston buy their goods from the same parties as do the jobbers in New York or Baltimore, and are under less expense and can sell as low, or lower, than their competitors. This the writer has proved this season.

PRINTERS' INK. Will the Medium or any other paper in the interior inform us how many more advertisements they have from Baltimore and New York than from Charleston? Now, as this was the arrangement determined upon, and that no violence should be done the parties, one of the men, Mr. Clark, perhaps, laid his pistol on the ground and was in the act of getting a drink of water from the spring, when Joseph Standing suddenly snatched the pistol from the ground, and, cocking it, demanded the whole twelve men to surround him. One of the men, who attempted to raise his gun, which caused Joseph Standing to fire the pistol, wounding one man by the name of Nations, in the cheek, and before Standing could fire again, he was shot down by one of the twelve men above mentioned. None regretted this affair more than the man who fired the shot, but the intention of doing anything of the kind, but necessity compelled them, and they were being entirely justified.

After the killing of Joseph Standing these men continued to remain at their homes and in the settlement. No attempt was made on their part to escape, nor was there any effort on the part of the officers to arrest them, so far as we are informed, until a reward was offered by Governor Colquitt for their capture and conviction. These men, on learning that a reward had been offered for them, went to James county, Tennessee.

The friends of the mob made upon the Governor of Tennessee, the Sheriff and his deputy, of Whitfield county, accompanied by a deputy and posse from Bradley county Tennessee, proceeded to James county and arrested Andrew Bradley, Jasper N. Nations and E. C. Burd, near Oatsoona, and took them and put them in jail at Dalton. They used them a jail of *habes corpus*, and were brought before Judge C. D. McCutchen, who, after examining the testimony which had been introduced at the coroner's inquest, and also other testimony, fixed the bail at the sum of \$5,000 each. The friends not being there to make the bond, they were remanded to jail. Since then their friends have made good and sufficient bonds, but owing to the absence of Judge McCutchen, who is holding court at Spring Place, in Murray county, they were not set at liberty until the 23d instant, when the bond was accepted.

These men all stand well in the community and their action was caused by the excessive libertinism of Standing and his associate.

Jasper N. Nations is a member of the Cumberland Presbyterian Church at Tunnel Hill, and is in good standing. Special to Atlanta Constitution.

A dull, heavy pain in the sides, sleeplessness, want of energy, no continuity of labor, these all indicate that the kidneys of the liver, and should be removed by the use of Dr. Bull's Baltimore pills, which will surely accomplish the object sought.

A PERILOUS POSITION.

Hanging Between Life and Death.

Special Dispatch to the Atlanta Constitution.

STONE MOUNTAIN, August 29. Our usually quiet village was thrilled with an excitement yesterday evening that blanched the cheeks of woman and paralyzed the arms of men for a while. Our citizens had witnessed the rescue of a man from a perilous position on the steep side of Stone Mountain years ago. But the man lacked the elements of thrilling excitement and miraculous preservation that characterized the escape of a little ten-year old girl yesterday evening from a death horrible in the extreme.

Mrs. W. C. Jones, of Augusta, who has been spending the summer with her children at the Joey House, in Oatsoona, came here yesterday to go up on the mountain and enjoy the view for the last time preparatory to going back to her home in Augusta. The children were enthused and delighted at the trip, running hither and thither, through groves of cedar, and mounting the heaps of boulders piled up in fantastic shapes. enjoyment was its highest point as each child gazed with the flush of pleasure and the merry tones of childhood's silver music voiced a delight that none but little cherubs like them can feel. The golden sky of joy was overcast by a cloud of once sombre and chilling. Unnoticed, little Emma, a chasm of water had wandered off and could not be found. It was near the north side, with its precipitous descent of over fifteen hundred feet, and hearts almost ceased to beat, paled by the fear—a horror that crept through the frame and ran through the marrow like a wire of cold steel. The first cry was for some fair form of the fair Emma was a pulpy mass at the foot of the mountain. To intensify this horror, the sun was rapidly declining in the West, and soon night would close in on the scene. Parties in the valley, on the north side of the mountain saw, however, the child lay up the mountain side, bleak and white, clinging to the crevices with a tenacity remarkable. They started to her to "hold on" and relief would come. She took in the situation and held on while she called out for assistance in the hope that her mother and sister might know where she was. The news spread like fire in a broomfield field, and a crowd soon gathered at the foot of the mountain. The first child of horror was succeeded by a fever of excitement to rescue the darling one, lest by some unguarded movement she might lose her slender hold and fall to certain death. And now came a moment fraught with intense interest.

The point where little Emma was lodged was one hundred feet from the top with a perpendicular fall of some fifty feet just above her, and 1,600 feet or more below her. She was resting on a narrow ledge of rock scarcely large enough to hold her; in fact, she maintained her position by thrusting her fingers in the crevices among the lichens growing there. Her feet were on a ledge of rock, and she was held by a rope, which was fastened to a tree on the other side of the mountain. The first child of horror was succeeded by a fever of excitement to rescue the darling one, lest by some unguarded movement she might lose her slender hold and fall to certain death. And now came a moment fraught with intense interest.

THE OTHER SIDE OF THE QUESTION. Your correspondent, "A. S.," need feel no apprehensions that he has misrepresented in saying he has ridden at the rate of a mile a minute on the Pennsylvania Railroad. A speed equal to a mile a minute is such an ordinary every-day occurrence that we are beginning to consider it slow. The trains which leave Philadelphia at 9.35 A. M., and Jersey City at 3.55 and 4.05 P. M., attain a greater rate than this on every trip. A mile in 55 seconds does not excite remark here. One year ago I rode from West Philadelphia to Jersey City on the train which left the former terminus at 8.35 A. M. Osmond was the Engineer, and Lewis Silence the conductor. The latter gentleman came upon the engine near Meno Park, held his watch in his hand and checked off three posts as we passed them. The first was made in 54, the second in 52 and the third in 50 seconds making two minutes and 36 seconds for three miles, or the rate of 72 miles an hour for the last mile.

The run from New Brunswick to Trenton is often made in 25 minutes, the distance being a fraction less than 26 miles. The daily run from Cape May exceeds a mile a minute. In many places several of us held our watches the other day and found we passed five mile posts in four minutes. The rate of the train was one point on the road where the schedule time of this train is three miles in three minutes, and McVey, the engineer, finds it as easy as rolling off a log. If any one doubts these figures he can easily test them for himself, as there are mile posts all the way from Jersey City to St. Louis.

THE OTHER SIDE OF THE QUESTION. The Editor of the N. Y. Sun: The speed of locomotives makes our boys and girls Charlie Fraser never rode a mile a minute but once in his life, let him visit the Jersey Central and get on one of the New York and Philadelphia's new line expresses. He will get a faster ride than that. I have run engines with five-foot wheels between Elizabeth and Round Brook, more than one mile, in fifty-five seconds. It is common occurrence to make mile after mile in fifty-five, fifty-three and even fifty seconds to the mile. Several regular schedules require a speed of over a mile a minute between stations to make running time. This speed is made with as much safety as ordinary local runs are. I don't know how fast Erie trains are run, but with five-foot wheels they were behind the times in safe fast running.

MEXICAN HORSES.—Horses are bred in great numbers at the different haciendas in the provinces, some of the larger estates having eighty or a hundred or more. They are used for all sorts of work, and are seldom more than fourteen hands high; still, they have nothing of the peculiar build of the pony about them. Fed entirely upon grass, they yet endure more fatigue and are capable of maintaining a rapid gait for a longer time than the grain-fed horses of other lands. In the towns and cities they receive the scantiest of care and the meagerst allowance of food. Tied up the whole day in the stifling corral, they stand patiently awaiting their evening meal. Frequently they are turned loose together, when it requires the use of a lasso to catch them. So fast are they that they may be said to be adroitly and immediately mounted. For the first 15 or 20 minutes they exert their whole strength to throw their rider, but, finding their efforts unavailing, patiently submit, and generally give but little trouble afterward. Owing to their immense numbers, horses are not very scarce in the country, and are sold for an unbroken heard being eight or ten dollars a head, with but little demand for that. It sometimes occurs that the government purchases a few hundreds for the army, but, generally speaking, they can be sold for less than a dollar.

ST. GEORGE. A DOCTOR STUMPED.—Dr. John Wilson, of Milton, was called to see an old lady several miles in the country. The old woman showed him her tongue and then a sore on her finger that she got picking blackberries, then she brought in a crock of buttermilk and finally sat down to enumerating all her ailments and how she felt at times. She had the "buds" every night, felt like kicking out her feet to make the blood in her legs circulate; but kicking would do no good, and sometimes one of her toes would feel dead, and then again her tongue would get tight cold. Dr. Wilson heard it all with commendable patience. He had out of many a leg in Lee's army, but this case rather had him.

"Doctor," continued the old lady, after getting good breath, "I sorter believe my skeerts is affected."

"Your what, madam?"

"My skeerts. The skirts of my liver, you know."

"Ah, yes, madam, maybe so." He administered bread pills and rode home reflecting on the fact that the liver had skirts.—Reidsville Times.

The Galveston News estimates the population of Texas at about 2,000,000, and thinks that the next census will give the State fifteen Congressmen. The calculation is based on the 240,812 votes cast at the last election, eight inhabitants being allowed for each vote, as many of the immigrants have not lived long enough in the State to vote.

What An Old Engineer Says About Running a Mile a Minute.

Correspondence of the New York Sun.

"How fast do you think we are traveling?" Charley Fraser, one of the oldest engineers of the New York, Lake Erie and Western Railway, asked a "Sun" reporter as they were standing together on the foot board of locomotive No. 300, rushing over the meadows towards Ruthersford Park.

"A mile a minute," said Fraser. "I doubt if you ever rode a mile a minute. Few locomotives have driving wheels over five feet, and I have my doubts if a five foot wheel can be pushed a mile a minute. People have a very erroneous idea of speed. A train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate. He would say that a train going 35 miles an hour, and this is very fast. Few trains make this speed. The passengers in the cars would think we were going a mile a minute, sure, if I was to pull out the throttle so as to send her 40 miles an hour. The express trains make no such times as the local trains. Where we could stand on a platform car and face the wind going a mile a minute and live. The breath would actually be blown out of his body. You couldn't count the telegraph poles going a mile a minute. Talk to an old engineer of that rate