

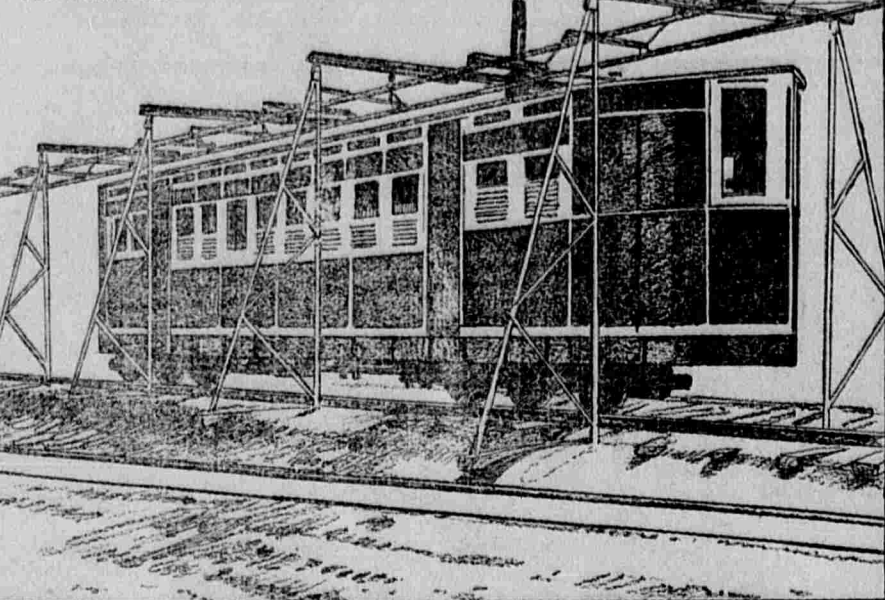
Edge in the Twentieth Century

ALL FORMER RECORDS
BROKEN BY RECENT
ACHIEVEMENTS OF THOSE
WHO CARE NOT SO MUCH
FOR SAFETY AND COMFORT
IN TRAVELING AS THEY
DO TO "GET THERE"



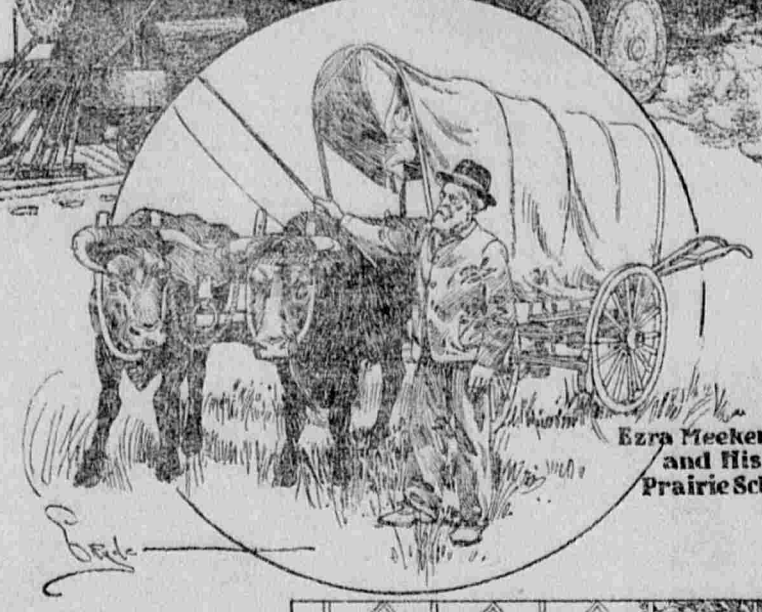
Latest Type
of Ocean
Greyhound

The Monorail

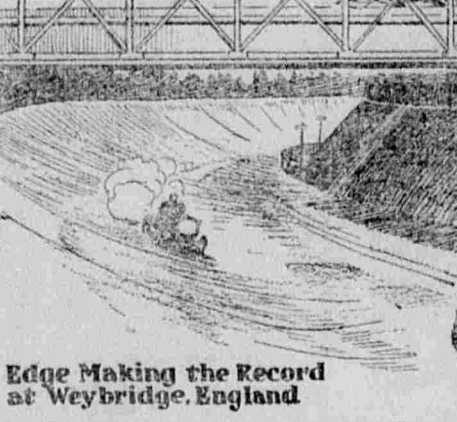


Where the Canoe Glides Easily

Ezra Meeker
and His
Prairie Schooner



Edge Making the Record
at Weybridge, England



S.F.
Edge

WHEN S. F. Edge traveled 1,581 1/2 miles in one day he was going some, to use an Americanism which possibly may pass current even in England, where the feat was performed June 29 in an automobile. To employ another Americanism, the pun being merely incidental, Edge has the edge on every other traveler in the world's history. He broke the world's record by several hundred miles, but that is easy to say and does not sound startling. The expression is familiar on every sporting page.

What S. F. Edge really did was to smash into everlasting smithereens every past performance in the matter of skyhooking through space. What he did was to pick up each and every past performance in the art of getting there—pick them all up by the back of the neck, crush them into a cocked hat and kick the hat clean over the fence and out of sight. What he did was to say to all other record makers since man-kind's first travel trip, Adam and Eve's outgoing from the garden, "Go away back and sit down—and stay there till I call you!"

There is no going back of the returns in this case. Edge is elected. His majority is so big that no recount will be attempted. Nobody else ever traveled so many miles in twenty-four consecutive hours, anywhere, in any convenience.

Edge's performance somehow brings to mind a story which Terence V. Powderly told me not long ago. Mr. Powderly said that in an eastern Iowa town there lives an elderly gentleman who makes it a point to welcome all strangers. One day he observed on the street a man who obviously had just arrived, as he appeared somewhat bewildered by his surroundings. The citizen approached and accosted him.

"Where might you be from, friend?" he inquired.

"Kansas," was the reply.

"When did you arrive?"

"About thirty seconds ago."

"And how long were you on the trip?"

"Bout three seconds."

"Ah-h-h! And how did you get here so fast?"

"Cyclone."

The Iowa man looked at the Kansas wonderingly and said, "Well, brother, if you traveled from Kansas to eastern Iowa on a cyclone in three seconds without getting hurt the Lord must have been with you."

"The Kansas man took a chew of tobacco and remarked quietly, 'All I've got to say, stranger, is that if the Lord was with me on that trip he was going some.'"

When Mr. Edge finished his terrific clip he was in such fine condition that he was able to kiss two pretty girls who in their enthusiasm rushed up to be Hobsonized as the daring driver stepped out of his car. His last mile, in fact, was the fastest, being made at a rate of seventy-two miles an hour. Edge's prodigious performance was made on the new Brooklands automobile racing track near Weybridge, England. It is a three mile elliptical track ninety feet wide, heavily banked at the turns. It is said a safe speed of a hundred miles an hour may be achieved on this track. Edge made an average of a small fraction less than sixty-six miles an hour for the twenty-four

hours. He set out to do 1,440 miles in 1,440 minutes—one calendar day. He did it and better by 141 miles and 1,319 yards. Brief stops were necessary at intervals of about three hours, to allow his mechanicians to put on new wheels, tires being punctured and burned out by the grueling grind on the cement track. The mechanicians also performed prodigious feats in rapid work. Once they replaced all four of the wheels in one minute and twenty-five seconds.

The driver did not stop for meals. The mechanician who rode with him fed him tabloids and coffee nibs by poking them into his mouth. There were, of course, relays of mechanicians, so that Edge was the only man who traveled all the time. For several hours in the twenty-four the car maintained a speed of seventy miles an

hour. But why stick any further to such prosaic things as figures in discussing this Homeric epic of speed? Hurrah for Edge!

However, some comparisons may not be odious. Let us suppose that Edge repeat his performance as to distance in the United States, traveling westward on a straightaway track from New York city. Starting at 6 o'clock in the evening, he would cross the narrow heel of New York state into Pennsylvania, traverse the Keystone State lengthwise, cut across the top of Ohio and Indiana and the northern part of Illinois, crossing the Mississippi river at Davenport, Ia., about breakfast time. Perhaps our hospitable Iowa friend might toss him a few tabloids as he scooted through Davenport or Des Moines. He would cross the Missouri river at Omaha about noon like a Kansas cyclone headed west, sweep over the Nebraska prairies to the western end of the state, and at 6 o'clock in the evening end his twenty-four hours and his 1,581 miles at a point near where the states of Nebraska, Wyoming and Colorado touch. A pretty girl from each of these states might be on hand to give him the kiss of hero worship, and the traveler who had departed from New York twenty-four

hours earlier could refresh himself with a beefsteak freshly cut from a loping steer of the plains.

Or we may imagine for Mr. Edge a track built parallel to the Pennsylvania railroad, so that the eighteen hour express between New York and Chicago might enjoy a race with the Edge automobile. The express train, however, would hardly enjoy the race. The automobile would be in Chicago an hour or two ahead of the train, long enough for Edge to wash up and eat a table d'hôte dinner before the engineer began to take off his overalls.

But while S. F. Edge won the world's record for distance traveled in a day, an automobile driver in the United States performed a feat almost as interesting on the same day. On the Hamlin race track at St. Paul a twenty-four hour endurance race was run. Rafaelo Mongini, winning by making 1,037 miles, which was 211 better than the world's record for similar conditions. The track, it should be remembered, was built for horses, not for automobiles. Edge's run was made on a banked track costing more than half a million dollars, with every possible feature calculated to make it safe and speedy. Mongini traveled more than a thousand miles on an ordinary track,

and his run is considered a marvel. On the same day two drivers, H. Mitchener and Ralph Mulford, drove a car 717 miles in twenty-four hours on the Point Breeze track at Philadelphia, much of the time in a miserable rainstorm, with mud ankle deep on most of the track and hub deep at the turns. This, considering the conditions, was another wonderful performance.

The automobile is the arch revolutionist in transportation. It leads the procession. It is so far in advance of the two wheeled ox cart of Spanish-America that it may stop for dinner at every inn and for drinks at every roadside with no danger of the cart's catching up. Even the bicycle, since the automobile came along, is lingering far to the rear. About twelve years ago when Arthur Zimmerman of New Jersey rode a mile in something less than two minutes on a bicycle he was the hero of two continents. Eddie Bald used to ride the mile in less than Zimmerman's time. Now Bald, in trying to keep up to date, has become an auto speed merchant and was in the recent twenty-four hour run at St. Paul until his car broke down. When the bicycle got so chipper that it could run as fast as an express train for a mile or two the auto was a rather

clumsy affair. But now—well, remember Edge!

Half a century ago Ezra Meeker was one of the pioneers who drove an ox team from Iowa across the plains and over the mountains to Washington territory. Mr. Meeker, in his old age, has just finished making the ox trip back over the old trail in the identical prairie schooner which he used in going out. The trip takes about six months. The prairie schooner was the automobile of pioneer days. Today the trip could be made, with good roads, by an automobile in less than six days, and the driver could stop for his meals instead of being fed tabloids by his mechanician.

But the automobile does not seem to be the limit of speed. Now we have the monorail electric car, which travels on a single rail at a speed of a hundred miles an hour, or more, keeping right side up with care by reason of its own motion. No less than four monorail systems, each by a different inventor, are striving just now for public recognition. In Europe is the device of Louis Brennan, of which a successful model is running. At the Jamestown exposition is a single rail track half a mile long on which runs a car carrying passengers. This system is the invention of Howard H. Tunis of Baltimore, a young civil engineer. Prominent capitalists have become so interested in the invention of Mr. Tunis that they are preparing to build a line between Newark and Jersey City, N. J., using the Tunis system.

E. H. Behr proposes to build a monorail line from Brooklyn to Brighton Beach, New York.

E. Moody Boynton of Massachusetts, a veteran inventor, has renewed a charter, which lapsed years ago for lack of funds, to build a monorail line between Boston and Fall River, the devices to be employed being of his own invention. Mr. Boynton claims that his trains will run safely at a speed of 160 miles an hour. If so, then he will have the edge on Edge. If so, people working in New York can commute from Boston, Chicago business men can use St. Louis as a convenient suburb and San Franciscans who fear nocturnal earthquakes can sleep in Los Angeles.

S. F. Edge at present writing still holds the one day distance record.

ROBERTUS LOVE.

Robert Fulton, the Father of Steam Navigation

AUG. 11, 1807, was an eventful day in American history; indeed, in that of the world. It was on that day the Clermont made her initial trip up the Hudson river from New York to Albany. The man who built the Clermont, Robert Fulton, is generally regarded as the father of steam navigation, at least in this country. There can be no doubt, at any rate, of his great services to the cause of invention and progress, and it would be quite beyond human ability to form any adequate estimate of the influence upon civilization exerted by his achievement in applying steam power to the purposes of navigation. For this reason the movement to honor his memory during the year which marks the one hundredth anniversary of the beginning of steamboating on the Hudson has enlisted a great deal of interest. The idea is to erect a monument of some kind on the banks of the noble stream which Fulton chose as the scene of his historic venture. The character of the memorial in all its details has not yet been determined, but it is expected that the plans will have reached such a stage by Nov. 14, the one hundredth anniversary of the birth of Fulton's birth, that the corner-stone of the monument may be laid then. The resting place of Fulton's remains is old Trinity churchyard on Broadway, New York, but the consent of his descendants, who are in heavy accord with the movement, has been obtained for their removal to the monument, when it is completed, so that the dust of his historic venture may receive the honor which is its due from the millions of people from all over the world who have reaped benefit from his achievements and who in years to come will visit the statue pile which will form his tomb.

Fulton Day at Jamestown.

It happens, fortunately, that a great maritime and naval display occurs at Hampton Roads this summer in connection with the Jamestown exposition. The authorities of the exposition propose to show fitting honor to Fulton in connection with this display by setting apart Aug. 11 as Fulton day and arranging for a proper observance of the occasion. One feature of the day will be a magnificent marine parade by the combined home and foreign fleets, both naval and maritime, and including pleasure craft as well. It will probably be headed by Cornelius Vanderbilt in his yacht North Star. He is commodore of the New York Yacht club and is also president of the



Birthplace of Fulton near Lancaster, Pa.

Fulton Memorial association, which has been formed to carry into execution the plans for the erection of the monument. Commodore Vanderbilt's family has been intimately associated with the development of steam navigation, and he himself has designed boats and invented processes which have facilitated transportation. It was the original Commodore Vanderbilt, great-grandfather of the present bearer of the name, who did so much to extend the influence of Fulton's inventions by building up the steamboat industry on the Hudson and along the Atlantic coast.

A Noble Site.

The east bank of the Hudson at the upper end of Manhattan island has already become a sort of American acropolis. It is here that the noble mausoleum stands in which repose the remains of General and Mrs. U. S. Grant. Near by are the splendid buildings of Columbia university, with the famous Low library in the center, while upon the crest of the hill the grand arches of the Cathedral of St. John the Divine are rising. St. Luke's hospital and many palatial private residences combine to increase the majesty of the appearance presented by the banks of the Hudson at this point. Many advocated the choice of this location as the site of the Fulton monument. President Nicholas Murray Butler of Columbia university suggested that a very fine architectural effect could be

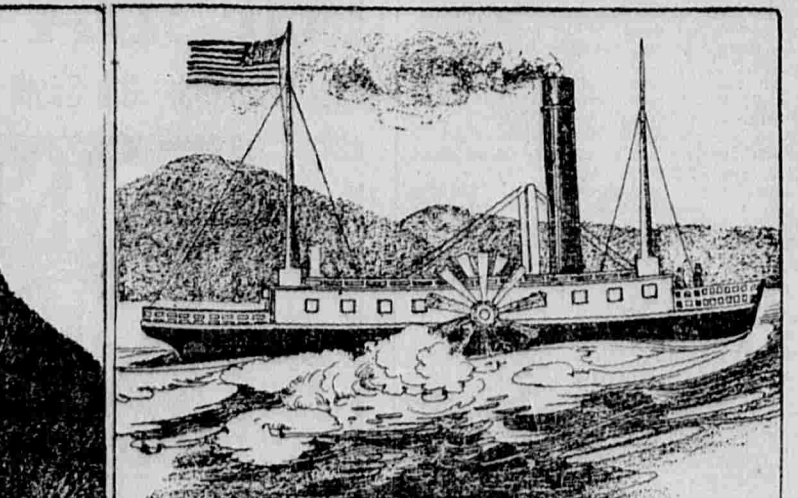


produced by erecting a water gate as an approach to the monument from the Hudson.

The water gate idea seemed to be very popular and was finally adopted as part of the plan. It will afford a suitable landing place for vessels and by its distinguished guests can enter the city on state occasions. The grassy slopes of Riverside park afford a vantage place for thousands of persons to witness the ceremonies incident to such formal entrances to the metropolis of America. A broad flight of steps will lead up to the monument from the river. It is urged that in view of Fulton's relations to navigation this arrangement forms a most appropriate one. There is now no appropriate, dignified and monumental landing place from harbor or river on all the waterfront of New York, and the proposed Fulton water gate will remedy this obvious municipal defect. Its location will be between 114th and 116th streets.



Sculptors and architects will compete in designing the most appropriate plan for carrying out the ideas of the commission. It is hoped that the water gate and monument may be dedicated two years hence in connection with the Hudson-Fulton celebration. This will commemorate both the three hundredth anniversary of the discovery of the



The Clermont, From Painting by R. Fulton Ludlow

objects it has in view is inspired by the fact that it is headed by such well known citizens as the president, Cornelius Vanderbilt; Samuel L. Clemens (Mark Twain); first vice president; Richard DeLafayette, the banker, treasurer; Colonel H. O. S. Heistand, U. S. A., chairman of the executive committee; Hugh Gordon Miller, Andrew Carnegie, President Nicholas Murray Butler, R. Fulton Cutting, Archbishop Farley of the Roman Catholic church and Bishop Greer of the Episcopal, and James Speyer and Rear Admiral Coghlan. The association hopes to raise \$600,000 for the purposes of the monument, and contributions both large and small will be received at the headquarters, 3 Park row, New York.

Fulton's Descendants.

There are four grandchildren of Robert Fulton living—Robert Fulton Ludlow of Claverack, N. Y.; the Rev. Robert Fulton Cray, rector of the Church of the Holy Comforter, Poughkeepsie, N. Y.; Charles Franklin Cray of Merck, N. Y., and Mrs. Ella Cray Cammann of New York. They have written a joint letter expressing approval of the objects of the association and consenting to removal of Fulton's bones from the Livingston vault in Trinity churchyard to the proposed monument.

The father of steam navigation was born in Lancaster county, Pa., in 1765 and died in New York in 1815. He had

an ambition as a youth to be a painter; indeed, he did achieve some note in that profession and earned money enough in landscape and portrait work to buy a farm. He was a pupil of Benjamin West, and that artist in later years painted a miniature of him, which is now considered the best Fulton portrait in existence. He also painted a portrait of Mrs. Fulton and miniatures of two children of the inventor. Fortunately for the interests of commerce and invention, Fulton abandoned painting for engineering. Perhaps few people remember now that he invented a torpedo and a submarine vessel as well as put steam to use in the service of transportation by water. His first experiments in steam navigation were made at Plombiere, a French watering place, in 1802, and France honors his achievements at the maritime exhibition held at Bordeaux this summer. It is hoped that America will not be behind a foreign country in rendering tribute to one of the most distinguished of her own sons.

Edward Hale Brush.

ARE MILLIONAIRES MISERABLE?

Andrew Carnegie, speaking at a dinner of military telegraphists recently, inadvertently upon the miseries of millionaires. "I have lived," he said, "under the conditions both of wealth and poverty, and I firmly believe that wealth decreases happiness. The millionaires who laugh are rare."

Benny Barnato was driven literally insane by the burden of his millions and committed suicide while yet a young man by jumping overboard in mid-Atlantic while on his way home from South Africa to the Alhambra palace he was having built for himself in Park lane. Colonel North, Co. of the 1st Life Guards, died at an early age from overwork while Baron Grant, who figured with millions as Cinqveville does with billiard balls, and who gave Leicester square to the people of London, went without sleep for ten days and nights—the result of worry—lost the thread of his immense speculations and "came a cropper" that shook the whole financial world of his day.

The insomnia fiend, too, makes a misery of the life of Mrs. Hetty Green, the richest woman in the world, and J. D. Rockefeller, who is reputedly the world's richest man, suffers from insomnia plus dyspepsia, a "delightful" combination, warranted to render intolerable the life of any man; millionsaire or pauper. Jay Gould was for twenty years a martyr to scintillas. No millionaire's life is not a happy one.

There are many large tales connected with small fish.

In three years the gold circulation of the Bank of Japan has increased from 600,000,000, the silver circulation \$4,000,000, while the note circulation has only increased by \$8,500,000.

John P. Rideout of Lexington, Mass., aged seventy-five, is a veteran mail builder. He claims to have cut a hundred ship frames and built fifty vessels. They were from 1 to 1,000 tons.

The largest, the Sea King, was 1,500 tons.

HERE AND THERE.

Measuring ten feet six inches, an octopus, while being killed at Teoradin, Victoria, entwined a tentacle as firmly around the foot of one of its captors that the membrane had to be cut to free the man.

The city of Vienna recently built an electric fountain in one of its parks. It is very large and is capable of seventy different effects of illumination.

In 1841 there were no more than 8,906 Jews in all Palestine; today there are 40,000 in Jerusalem alone.

In India there are four main castes, the Brahmins being the highest and

the Sudras the lowest. There are also many of no caste at all. These are termed Pariahs.

The lace trade in Nottingham, England, is so active at present that the manufacturers cannot get enough girls for the work. There is room for 4,000 or 5,000 more girls all through the lace trade. The demand is the same in every department.

Probably the highest note ever reached by the human voice was the top C, three octaves above the middle C on the piano, which was sung by Lucrezia Albertini, an Italian woman, at a great

many years ago and also quite recently by Mlle. Anella de Lagrange at a London music hall.

Mix 25 per cent of salt with water and the freezing point of the mixture is lowered to 4 degrees F. Ordinary sea water freezes at between 26 and 27 degrees.

Educational papers credit the report that Andrew Carnegie and his colossal fortune are behind the announced incorporation of the Andrew Carnegie university at Chicago, which is to be the site of the new institution. The articles state the object to be to establish a university for the teaching of medicine, dentistry, pharmacy, science and

arts, law, theology and that it shall not be conducted for profit.

An electrically equipped paper mill has been recently put into operation at Tokyo, Japan. It has a million dollar equipment, most of which came from the United States.

The Academie des Belles Lettres of Paris has awarded 2,000 of the 3,000 francs of the Prix Loubet to Henry Virgaud, secretary of the American embassy for his book on Columbus.

Lord Rosebery seems to be as distinguished in stock breeding as in politics, literature and horse racing. There was much interest lately in the sale of four of his Jersey cows and

heifers at Dairy farm, Mentmore, the highest price being \$210, paid by Lord Rothschild.

St. Petersburg holds the highest death rate among the world's capitals. The Scotch seldom kiss.

New York city disposes of 543,200 cubic yards of garbage each year at a cost of \$216,950.

The first iron wire was drawn at Nuremberg in 1551.

The period of deepest sleep varies from 3 o'clock to 5. An hour or two after going to bed you sleep very soundly, then your slumber grows gradually lighter, and it is easy enough to waken you at 1 or 2 o'clock. But

when 4 o'clock comes you are in such a state of somnolence that it would take a great deal to rouse you.

Every German soldier's equipment includes a Bible and a half pound cake of chocolate.

With British capital and British engineers China will now build the Canton-Hongkong railway. It is expected that it will be completed in three years and will eventually connect with the Hankow-Canton trunk line.

An effort is being made in Missouri to obtain an appropriation of \$50,000 for the establishment of a steel plant at Jefferson City to be operated by

plant shall turn out shapes demanded by the counties for bridge building and other improvements.

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