

FARMER'S LIFE LAUREL GEORGE ADE



HE FINDS
AGREEABLE
COMPANIONS IN THE
PASTURE



GEORGE ADE
IN HIS
COMFORTABLE
STUDY



GEORGE ADE AND HIS FAVORITE DOG "WIDOW"



HIS FARMHOUSE RIVALRY
ANY COUNTRY FANSHION

GEORGE ADE, whose meteoric flight from a humble Chicago reporter to our most facile and successful writer of comic plays, is a firm believer in agriculture as a recreation, but not only that, for he believes in it from a strictly pecuniary standpoint. And really, Ade's opinion in this respect is worthy of consideration, for it is not mere theory with him; he has demonstrated it in practice. His farm of 300 odd acres near Brooke, Ind., has developed into an 8 per cent investment, although he has put a small fortune into it. It is a magnificent place and it is seldom that a house party is not enjoying Mr. Ade's hospitality there. All the conveniences of city life are combined with the comforts of rural existence on this modern farm of Ade's and improvements are constantly being added. The main residence building is spacious enough to accommodate many guests and those who have been so fortunate as to enjoy hospitality there say that Ade, as a host, is beyond compare. It is no joke to assert that Mr. Ade promises to excel as a practical farmer, not merely as an agriculturist, there being, according to Mr. Ade himself, quite a distinction between the two. "A farmer," says Mr. Ade, "is a person who gets his living out of the soil, while an agriculturist is one

who puts his living into the soil." Ade declares that his books are open to show that he is really a farmer, not an agriculturist. There is nothing from the secretive radiance of the assertive English bull pup, that Ade does not raise at Brooke. The bull-dog industry in his latest venture, and he figures that it will prove a very profitable one. His friends, however, are not so sanguine, for Farmer Ade has shown

a disposition to make each new pup a permanent member of the family. Fifteen of them have already been declared not for sale and each one is named after a character in an Ade play. "Widow," called after the title role in her master's most conspicuously successful play, is the bright particular favorite of the Ade kennel. The Ade farm is beautifully located, being but a few miles from the live

town of Lafayette, where is situated Purdue University, from which Ade was a graduate. He bought these acres when at the height of his early success. One day his old father came to him in Chicago, where one of his plays was being produced, and after looking gravely at a rehearsal which George was superintending, said to his son: "George, there is a fine farm for sale in the Town of Brooke."

"Well, what of it, father?" queried the young man.
"Why, George," replied the older Ade, "I thought it might be a good idea for you to buy it. You know, my son, I don't believe in beating around the bush. Some say the American public is going to tire of your nonsense and then—"
"I see your idea, dad," interrupted George, "and I'll go and look it over."
And so he did. He liked the place, immediately struck a bargain and the deal was made. Then came improvements which opened the eyes of the residents thereabouts. Carpenters, masons and landscape gardeners were called into service and the old place was speedily transferred into what is

regarded as one of the most attractive gentlemen's country places in the country.
When the elder Ade looked it over, he remarked: "It's too darn fine for me, George, and I don't suppose you'd be here much for a while anyhow."
But contrary to his father's expectations, young Mr. Ade has spent a great deal of time on his farm, in fact he has done most of his literary work there.
In the warm summer days, his favorite spot is beneath a large inviting oak, and beneath its shading branches, he sits with pad of scratch paper, letting down ideas.
Unlike most playwrights, Ade writes his dialogue piecemeal and does the fitting in later.
Those who have visited the Ade farm add verification to the assertion that the master of this picturesque acres is a really out-and-out farmer. He rises early, often assists in the chores and not infrequently takes a hand in the milking of the restless bovine. Occasionally he is seen topping a load of hay bound for the Lafayette markets. The house is a model of beauty. The interior furniture is characterized by an appearance of quiet, restful luxury. The library is Ade's particular joy and here the major part of his literary work is done.

Leading Citizen of Brooke.
The populace of Brooke regards Ade as its leading citizen and this is not without its drawbacks, for whenever an enterprise of public spirit is suggested, Ade is always asked to head the list of contributors. Last Summer, the young men of the community decided to organize a baseball team and, of course, uniforms became one of the important early questions to consider. They waited upon Ade in a body. "Mr. Ade," said the spokesman, "we have a purely business proposition to make. We are getting up a ball team to represent the town and we thought you might like to furnish us the uniforms."
"How much will they cost?" asked the leading citizen of Brooke.
"About \$150," was the reply. "And for an inducement, we will name the team 'The Widow' after your new play."
"But what good will that do me?" asked Mr. Ade.
"Why," was the unhesitating reply, "look at the advertising you will get."



HE LOVES TO READ IN THE SPARE OF THE DAY

was always beaten by his lack of nerve and perhaps that's why there is so little interest in single sculling in this country today.
The interest in college rowing is still as great as ever, perhaps greater, but observers say it can easily make 150 miles an hour, and some accord it even greater speed. F. M. Chapman, of the Metropolitan Museum of National History in New York, who has studied this bird somewhat, hesitates about giving a guess even as to its speed.
He says, however, that its flying apparatus is marvelous. Its body is little larger than a well-grown chicken's, but the spread of its wings in flight is between 8 and 7 feet.
The homing pigeon, however, speedy as it is supposed to be, is slow compared with the steam locomotive and the automobile. The best long-distance pigeon record was made in 1905 by a Pitsburg bird, which flew 836 miles in 45 hours and 11 minutes. The fastest pigeon speed reported for 100 miles was considerably more than a mile a minute. To be exact, the rate was 738 feet, or between 30 and 90 miles an hour. The bird belonged in Buffalo.
But who cares about the frigate bird or the homing pigeon with the Ormond Beach auto races less than two weeks off?
(Copyright, 1905, by Dexter Marshall.)

Is the Automobile the Swiftest Thing in the World? CONTINUED FROM PAGE FORTY

Hamburg Belle equaled the Musketeer's 7 furlong record of 1 minute and 25 seconds, made in 1892. It may be worth telling that the Derby course is about a mile and a half and that the best (unofficial) recorded time made by a Derby winner in the last ten years was 2 minutes and 40-25 seconds, made by W. C. Whitney's Volodyovski, an American horse, by the way, in 1901. The nearest approach to this time on the Derby course was 2:42, Perseus, entered by the Prince of Wales, now King Edward VII., in 1898. The best American record for a mile and a half, 3 minutes 30 1/2 seconds, was made by Goodrich in Chicago in 1888.

Harness-Racing First Developed in This Country.

BUT however creditable the records of running horses, running races lack the distinctive element that is the chief feature of our harness racing records, for it is in this country that harness racing has had its principal, almost its only, development.
Through this form of racing received its first impetus here in 1788, when Messenger, the greatest trotting sire, was imported. It was not till 1843 that records began to be preserved officially and the vogue of the reigning monarch of the sulky track—king or queen, as the case might be—of the harness turf—began to be an idol with those people who like better to see trotting machines than running races.
Lady Suffolk was the first trotting queen; she reigned from 1843 to 1853 with a record of 2:24 1/2. Tacony came next with 2:25 1/2, then Flora Temple, with 2:24 1/2, and in the 48 years since Lady Suffolk the record has gradually been lowered till now it stands at 1:53 1/2, made by Lou Dillon in 1901.
Between Lady Suffolk and Lou Dillon there have been seven or eight trotting monarchs; of them all Maud S., who succeeded St. Julian (record 2:14 1/2) in 1886, was a greater popular favorite over a larger area of the country than any other horse, either trotter or runner or pacer, has ever been in America. Her reign lasted several years, when she was withdrawn from the track with a record of 2:28 1/2, but her popularity didn't wane perceptibly till her death some years later. Years after her last appearance on the track, she was still better known among all classes in all parts of the country than any other quadruped in existence whatever. The reigning track favorites would be better known to

regular race devotees every year, of course, but Maud S. would be known by name and stand for the standard in speed in the most remote regions, regions where the champion runner and trotter of the year would never be heard of at all.
The cause of the bonny trotting mare's remarkable vogue over all other horses has always been a puzzle to foreign horsemen and even to many Americans, though it isn't at all hard to explain.
Maud S. made her record just when the most famous men of their day drove their own fast roadsters. They included General Grant, ex-soldier and ex-President; Cornelius Vanderbilt, first of the name, and his son William H.; Robert Bonner, publisher of the unique New York Ledger, and many others of the men best known by the mass of the common people.
These men were interested in trotting horses as horses; they owned them for their personal use and convenience. Bonner and the old Commodore drove their fast horses in the streets of New York, on old Harlem Lane in particular, in friendly brushes against one another, and all who cared to look might see them. In every city big and little, in every village, almost, wherever she trotted, there she drew Bonner and Vanderbilt had local imitators, who owned trotting horses, trained them, drove them and indulged in friendly brushes with their neighbors, which all might witness exactly as Bonner and Vanderbilt and General Grant did in New York, at Newport, Saratoga and Long Branch.

Although Bonner withdrew Maud S. from speed contests for money as soon as he bought her, he allowed her to give exhibitions in many places and wherever she trotted, there she drew vast crowds. After her, as trotting champions, came Jay Eye See, Sunol, Nancy Hanks, Cresceau, Major Delmar and now Lou Dillon reigns. Though every one of these has bettered the best records of Maud S., none has ever won nearly as great popular favor and it is doubtful whether any other horse ever will.

It should be added for the benefit of those who are unfamiliar with the later development of trotting speeds that Maud S. always trotted without a wind shield and before an old-fashioned high sulky with plain bearings. The later trotting champions have trotted before ball-bearing sulkeys and nearly all of the phenomenal records have been made with the aid of a wind shield hauled in front of the trotter by a running horse. Only one of the trotters appearing in the "best rec-

ords" today made his record before a high sulky; that was Major Delmar, who made his 2:07 record in 1904 under conditions similar to those under which Maud S. made her records. Major Delmar's record of 1:59 1/2 was made in 1901.
Pacing is near akin to trotting, but the trotting and pacing records have always been kept well separated. The best mile pacing record made by Dan Patch, in October of 1905, in 1:55 4/5 was against time, paced by a runner carrying a wind shield.
Though still popular in many parts of the country, trotting and pacing have largely lost the great hold they had upon the people 20 and 25 years ago. Trotting meetings are still held in the vicinity of New York, but the mass of the people neither attend them nor read the reports of the trotting, and Synnoby, Jim Keener's running horse, is known and worshipped by thousands to every dozen New Yorkers who give Lou Dillon or Dan Patch more than a thought.

In other places, like Rochester, for instance, where the first oval trotting track was laid out, where Maud S. and Jay Eye See and St. Julien used to make their records before crazy multitudes, numbering tens of thousands, the old trotting tracks have long been abandoned and built over; horse-racing being entirely given up and the speed madness of the people given over entirely for the present to the automobile.

High and Long-Distance Railroad and Steamship Speeds.

GETTING back to the speed of wheeled machines, it may be said that so far as the figures are known on this side of the water, America holds the short-distance railroad record. It is often claimed that the fastest regular trains over long distance are operated in this country, but any statement to that effect should be taken with at least a grain of salt; still, we hold up our own and fairly well. The two fastest trains in the world, considering the distance, are the eight-hour trains between New York and Chicago over the New York Central and Pennsylvania lines, respectively. By the Pennsylvania the distance is 912 miles; by the Central & Lake Shore, 860. Consequently the Pennsylvania rate is 59.69 miles an hour, while the Central is 54.4. The Sud Express from Paris to Bayonne, France, has a shorter run, 486 miles, and does it at the rate of 54.15 miles an hour. The Empire State Express between

New York and Buffalo does its 346 miles at the rate of 53.33 miles an hour. The English East Coast Express, from London to Edinburgh, does its 383 1/2 miles at a rate of 50.77 miles an hour. The West Coast Express from London to Glasgow, 60 1/2 miles, at the rate of 50.15 miles. The only regular 60-mile-an-hour train in the world is the Paris-Calais express, which covers its 105 miles daily in 13 1/2 minutes. Special trains have run "longer distances" than this run at 55 and 60 miles an hour, but no other train makes such a speed as that regularly, either in America or anywhere else.

This article is written a year or two too early to deal intelligently with electric railroad speed.
It is expected that the electric trains which the New York Central, the New York, New Haven & Hartford and perhaps the Pennsylvania Railroad plan to run in and out of New York as soon as they can perfect their electric lines, will develop greater speed than any steam locomotive has yet shown. At Schenectady, where the Central has been comparing the work of its old steam locomotives with the work of its new electric machines, the latter have won every time, but exact records have not yet been given to the public.
The experiments in fast electric railroading made two or three years ago by Emperor William of Germany produced speeds of 115 miles an hour on a short overland trolley line, but nothing like them has ever been maintained regularly in practice anywhere, either on trolley or third-rail lines.

Although the speed of the modern ocean steamship is the pride of the seagoing world today, it is a fact that no new records between New York and Queens- town, the trans-Atlantic route taken by the British and American steamers, have been made for nearly 12 years, when the Lucania of the Cunard Line, in 1894 made the westward passage in 5 days, 7 hours and 33 minutes.
However, the Deutschland, of the Hamburg-American Line, bettered the Lucania's best run in 1902, making the westward passage from Cherbourg, France, to New York, over a considerably longer course than the Lucania's, in 5 days, 11 hours and 34 minutes. The Deutschland in 1900 made the eastward passage from New York to Plymouth in 5 days, 7 hours and 23 minutes. The best record for that course is also claimed by the North German Lloyd liner Kaiser Wilhelm II, which made it in 5 days, 11 hours and 53 minutes, the claim for superior speed being based on the fact that this ship sailed a greater distance than the Deutschland and made the unmatched hourly time of 23.18 knots. This is no place to settle the claims of either; the fact remains that the German

ships are generally conceded, today, to be the fastest in the world; the Deutschland's day's run of 600 knots, 24.19 an hour, made in 1901, is certainly without a parallel.
The cause of the lack of speed increase in trans-Atlantic steamers is due, not to inability to build faster boats, but to the fact that slower vessels with greater capacity and consequently more comfortable, more luxurious passenger quarters are more profitable than the faster boats. It is predicted by the friends and backers of the new turbine engines that as soon as the ships which have been and are being fitted with these machines have been got into perfect working order the lowering of the trans-Atlantic records will be begun anew.

It is nearly 14 years since the United States held a trans-Atlantic record, when the City of Paris crossed the western ocean in 5 days, 14 hours and 24 minutes.
The yachting record has been lodged on this side of the water since 1851, when, as the reader need not be reminded, the America won the Queen's cup, possession of which has been striven for so unsuccessfully by the British every few years ever since.
The latest yachting victory was won last year by the three-masted American schooner Atlantic, which sailed from Sandy Hook to the Scilly Isles in 11 days, 16 hours and 22 minutes, breaking the record and distancing all competitors. On May 24, in the course of the race, she sailed 30 knots in 24 hours, thus breaking the world's sailing records for fore-and-aft vessels.

In motor-boats and steam yachts the United States has done very well, but Italy has recently beaten America and won the world's record in that sort of speed, for on September 8, 1905, on Lake Garda, Italy, the 25-foot motor boat Antoinette III, covered 100 kilometers (62 1/2 statute miles) in 1 1/2 hours, 2 minutes and 42 seconds, traveling at the rate of 20 1/2 miles an hour. This is better speed than has ever been made by any torpedo-boat of the same size over any such distance, though some of these don't-like craft have done stunningly fast work in the last few years.
The best steam yacht speed, better than 45 miles an hour, made by the Arrow when owned by Charles R. Flint beats this by 50 per cent and is the fastest time ever made by anything afloat.
Single sculling has gone the way of bicycling in America, though 25 years ago, thanks to the fostering care of certain patent medicine concern, people used to flock by the tens of thousands to see Courtney, the American, and Hanlan the Canadian, contest for the first place. The American, really the abler oarsman,