

# THE AUTOMOBILE AS AN AID TO FIRE FIGHTING

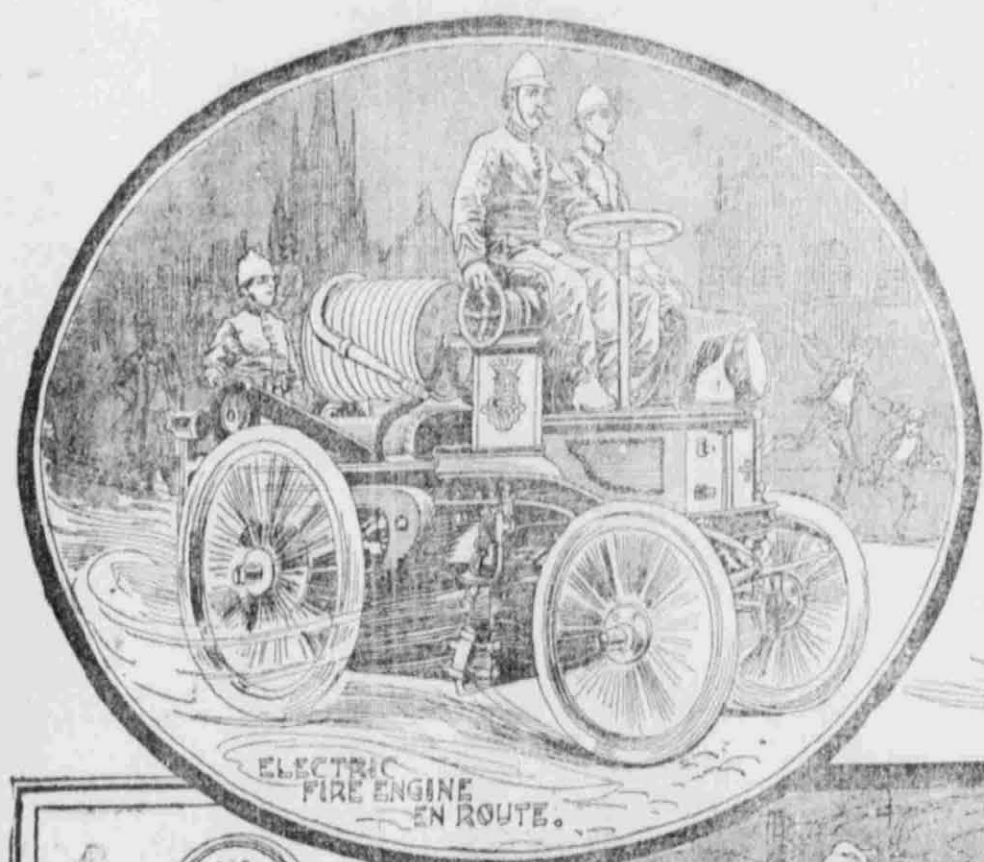
IT WAS announced not long ago that the mechanics of Paris had at last solved the problem upon which they had been at work for years—of producing an electrical fire apparatus to supplement the steam engine and most in every feature the requirements of a machine that should go to a fire most quickly and have a stream of water turned on ahead of all others. They have at last produced an equipment that has satisfied the Parisian engineer in chief so perfectly that he is desirous of radically changing the entire system of the French capital and substituting

French have led in the race from the beginning, and the first long road journey for automobiles was that from Paris to Brest in 1901. Three years later in 1904 was founded the Automobile club, which now contains more than 2,000 members. A recent estimate places the amount of capital employed in the manufacture of automobiles in France alone at more than \$2,000,000, and the number of workmen at 250,000. This country is producing the Frenchmen hard in the matter of speedy and elegant vehicles, as well as in the aggressive

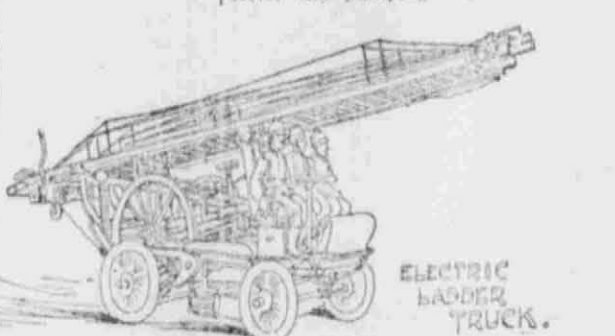
large—that is, the distance to be covered does not exceed 40 or 50 miles—the electrically propelled vehicle is excellent. For hauling freight long distances over good roads the French have constructed immense gasoline locomotives of great strength and cost which make such an infernal noise that one would think a field of harvesting machines had broken loose. These are excellent for traction, but for speed and immediate availability of power—such as would be required in a fire engine—they have turned to electricity.

The fire is prompt. All this delay is obviated in the electrical engine, which is ready for immediate action the moment the fire is reached. The motive power is electricity, which is furnished by a battery of accumulators, inclosed in a tank suspended beneath the body of the truck. This is calculated to carry the machine from 35 to 40 miles at a minimum speed of 12 miles an hour without recharging. This is vastly more than will be demanded of a fire engine in ordinary work, and besides, the same electricity that provides the motive power also works the pump, the change being effected almost instantaneously from the traction force to the pneumatic, and conversely. To facilitate rapidity of action the hose, made of rubber, is inclosed in wire, so that it can be kept full of water even when on the reel, as shown in the illustration. The electrical engine proper, with its personnel of three men, when on the road weighs complete about 6,500 pounds.

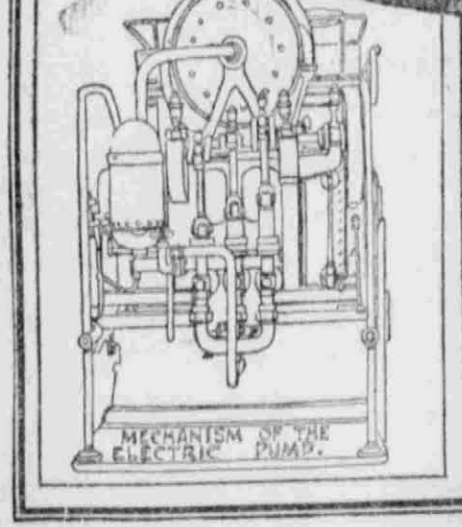
Besides the fire engine proper there is a smaller apparatus which acts as an avant-courier, being more heavily manned, but lightly, though completely, equipped for instantaneous action. After the pumping engine is on the



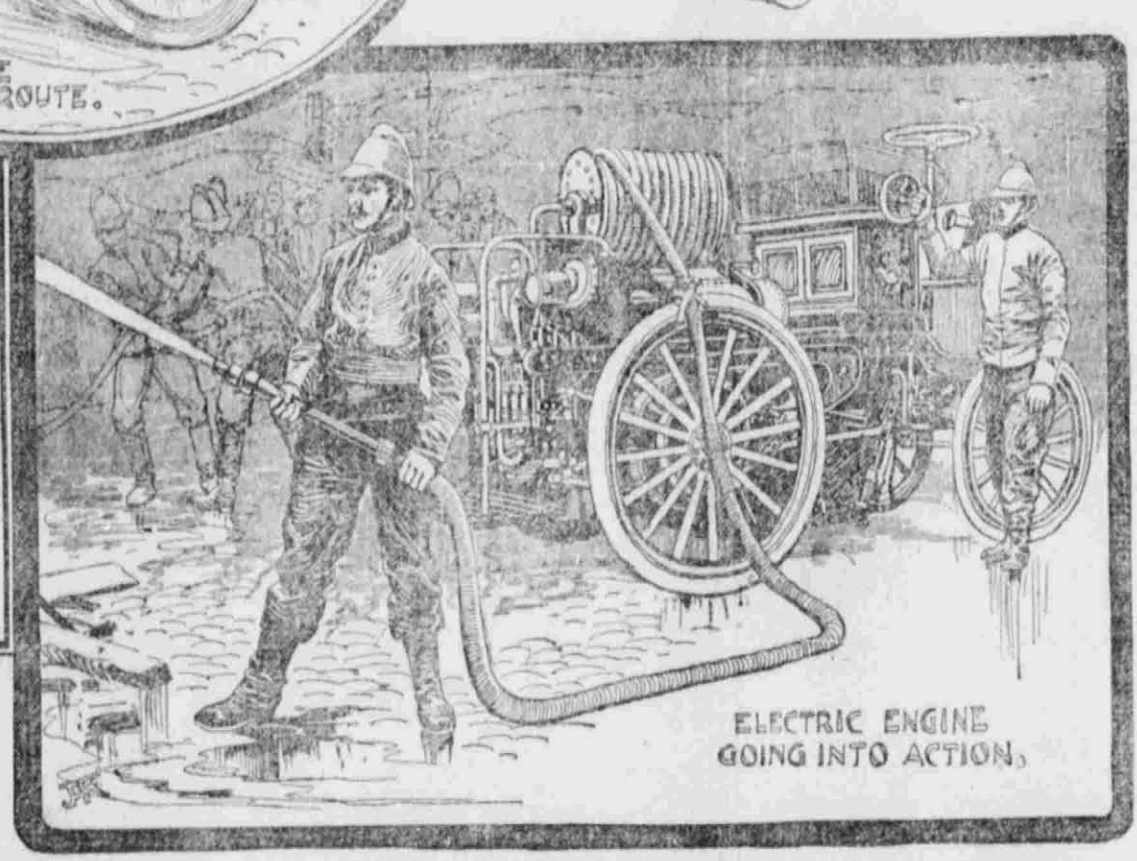
ELECTRIC FIRE ENGINE EN ROUTE.



ELECTRIC LADDER TRUCK.



MECHANISM OF THE ELECTRIC PUMP.



ELECTRIC ENGINE GOING INTO ACTION.

the new inventions for the old, which he now regards as obsolete.

Inventive man has so accustomed us to new and startling objects and wonder follows wonder in such rapid succession that we have in a sense become blasé from the actual impossibility of "keeping track" of what scientific genius evolves. It was to be expected that in the natural order of development automobilism would not stop until the whole domain of traction and propulsion by artificially generated power should be completely conquered, and the hitherto indispensable animals, such as the horse, mule, ox, donkey and all of that genus, should be relegated to the rear. But, as is usually the case, when theory becomes an actuality, the concrete invention was received with a start of surprise.

Everybody is aware of the immense strides made by artificial locomotion in the past two years, but few recall that, while automobilists may now be numbered by thousands and self-propelling vehicles are to be seen on every hand, a very successful automobile omnibus was running in Paris 25 years ago. The

rate of capital and skilled workmen employed, while England is a close third in this production and use of automobiles. The vast number of millionaires and men of leisure in this country has given rise to numerous competitors for the honor of having the greatest number of "chauffeurs" or gentlemen stokers, but so far France can boast the most daring and expert drivers in the world.

There are differences of opinion as to the relative merits of the various motor forces employed, and each type, whether of the steam, gasoline, petroleum, liquid air or electric, has its votaries. For long journeys it is universally conceded that steam or gasoline is preferable, but for territory where the "radius of action" is not

trivial fire apparatus came after a long series of experiments and was so convincing that witnesses of the autumn maneuvers before the international congress of scientists at Vincennes were carried away by their enthusiasm. It is, of course, recognized that the most efficient service can be rendered by the apparatus that gets to the scene of operations first, and that every minute counts in the endeavor to prevent what may originally have been a small blaze from attaining the proportions of a veritable catastrophe.

It is believed that no further improvement can be expected in the steam fire engine, and it is well known that scarcely a fire occurs in which precious minutes are not lost in getting the pumps at work, even if arrival at

ground this acts as a feeder and auxiliary. The trio of machines is completed by the electrical ladder truck, which, though it weighs nearly 10,000 pounds, is more easily managed and more rapid than the old kind drawn by animals and turns corners with greater facility. The extension ladders are borne on a sort of ramp, or movable stairway, hoisted by wheel and winch and carried when en route in nearly a horizontal position.

These machines are destined to quickly supersede all those of the ancient type, and if there is any town or city in this country that desires to purchase a "ful" of French manufacture, but non-electric, it can probably be accommodated by addressing "Eclair Major des Pompiers, Paris, France."

## A HOUSEBOAT ON THE YANG-TSE.

The Chinese have long been known as water travelers, their great system of canals and inland waterways having been used by them for purposes of commerce for thousands of years.



For trade and pleasure travel combined they make use of a veritable houseboat, which, as this illustration shows, is usually a modified junk, light of build and easily managed. This particular craft, which is in use on the

per waters of the great Yang-tse river, the mightiest waterway in China, plies between Ichang, 1,000 miles from the river's mouth, and the cities near the headwaters.

This houseboat is about 60 feet long and carries a huge mast and sail. It has a cabin amidship, with a skeleton "house" aft for the captain. The bows are uncovered in the daytime and protected by bamboo matting at night.

## AN IMPERIAL LICENSED BEGGAR.



There are beggars and beggars in China of both low and high degree. In a country where mendicancy is carried to extremes, where the filthy beggars swarm by thousands, even by millions, there is no escape from their exacting for an honest man, especially if he be in business. The only way to avoid having business ruined and reputation permanently impaired is to pay a periodical tribute to a recognized mendicant royal and receive a receipt. Otherwise some inconsiderate wretch is pretty sure to cast himself upon the pavement in front of the dwelling or store of the fated individual and lie there until the breath leaves his body.

The creature portrayed in this illustration belongs to the "haut ton," the aristocratic society of beggars, being imperially licensed—that is, he is by law entitled to demand—and expect to get, remember—a large cash, equal to about half a cent; while the ordinary beggar is contented, or pretends to be, with 1 iron cash, equal to one-tenth of an American cent.

## A SCHOOL OF WHALES CAPTURED BY WOMEN.



Perhaps the only capture of whales by women took place recently on the coast of Shetland. The men of the little village were all away fishing, when into the harbor came a vast shoal of puffing leviathans, headed straight for a small creek on shore. Knowing well enough what to do, the sturdy women collected the boats along the shore, got between the whales and the open sea, and by keeping up a great hullabaloo contrived to strand nearly 200 of the monsters, which their husbands, brothers and fathers found awaiting them when they returned from their fishing.

It is a simple matter to get a whale ashore if in the first place it can be driven near shoal water, for the variety shown in this illustration is rather timid and tries to escape from the boats in pursuit, especially if a noise is kept up. The cry "Whales ahoy!" is a common one on the coast of Shetland, and at the sound of it out rushes every man, woman and child big enough to toddle, armed with every known variety of harpoon, lance and "jolly," or sea knife on a long pole. They took upon the whales as their seaside sheep, and the term they use for herding them on the sands is "caa," which signifies to drive, as a flock of sheep.

## MRS. "JOHN OLIVER HOBBS."

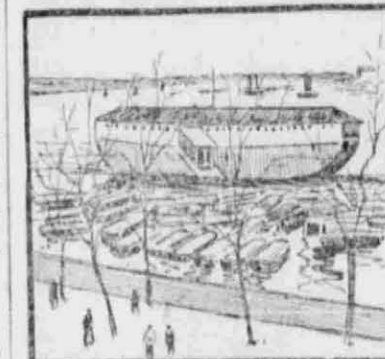
A certain feminine idiosyncrasy appears in the choice by several famous women during many years past of masculine "pen names" over which to put forth their literary productions. One of the well-known names of this class is that of "John Oliver Hobbes," which was the nom de plume selected by Mrs. Craigie when she sent out the sensational novel entitled "Emotions and a Moral," because she thought no publishers would take it if they knew it was written by a girl of 23. She was mistaken, however, for her books would have made their mark no matter how signed, or whether sent out as from the pen of man or woman. Mrs. "John Oliver Hobbes" Craigie is represented by those who know her as a very sensible, sweet natured woman. She is still young, deeply read and philosophic. The cut given herewith is a reproduction of Mrs. Craigie's latest photograph.



During the tremendous excitement of gold discovery in California the great production in the United States was \$50,000,000 per annum.

## AN OPIUM HULK AT SHANGHAI.

Opium has been known to the Chinese for nearly a thousand years, and they have used it for its intoxicating effects since the middle of the seventeenth century. Its use has constantly increased, until today John Chinaman is at the sound of it it rushes every man, woman and child big enough to toddle, armed with every known variety of harpoon, lance and "jolly," or sea knife on a long pole. They took upon the whales as their seaside sheep, and the term they use for herding them on the sands is "caa," which signifies to drive, as a flock of sheep.



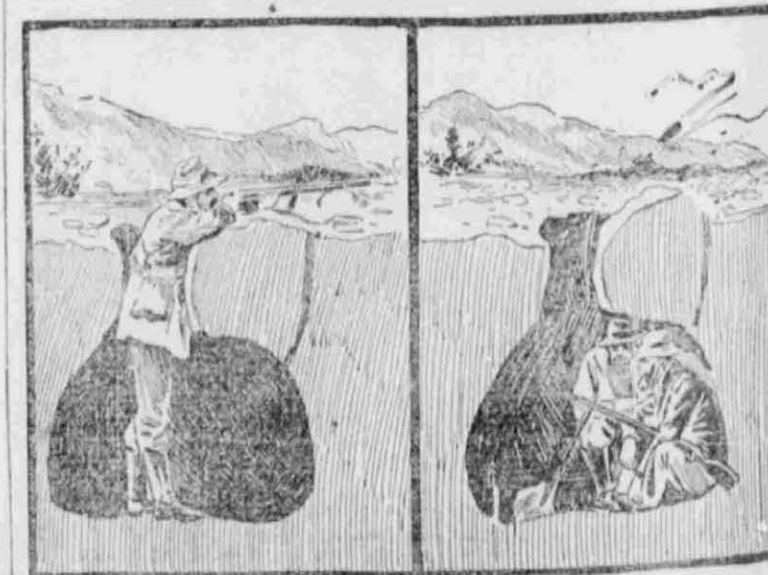
## A BANNER CORPS OF THE CHINESE ARMY.



The illustration is a reproduction of a photograph recently made at Shanghai, that old town situated at the point where the great Chinese wall comes down from the mountains and plunges into the sea. It is particularly interesting as showing some of the vaunted "banners" which distinguish the finest imperial corps from the common soldiery of China.

While there may be more than a million soldiers at China's call in time of peace or war, the hereditary "bannermen" are comprised in eight corps, containing in all about 200,000 men. Each corps is indicated by its banner, the general body being divided into, first, the "three superior banners," one of which is yellow with red border, the second plain yellow, and the third white with red border. Then there are the "five inferior banners," the first corps carrying a white flag with red border, the second plain red, the third red with blue border, the fourth plain blue and the fifth blue with red border. While there may be three nationalities—Mantchoo, Mongolian and Chinese—among the bannermen, it is necessary that all soldiers serving in the corps shall be descendants of those who took part in the conquest of China when the Mantchoos invaded the country in the seventeenth century.

## WHAT THE BOER RIFLE PITS LOOKED LIKE.



A rifle pit hardly realizes one's ideal of what a subterranean dwelling ought to be, even when hollowed out and enlarged into quite a respectable bomb-proof, like that shown in the accompanying illustration. But the pit served its purpose admirably from the Boer point of view, and many a gallant Britisher came to an untimely end through the Boers' persistent use of this ingenious hiding place on the veldts and kopjes of South Africa.

Saucily ensconced in their bottle shaped retreats, with spirituous refreshments contained in vessels also bottle shaped at hand, their guns tightly grasped, and a companion ever alert for the enemy's approach, the Boers were continually on the watch for a chance to "snipe" the foe, while the shells whistled and screeched overhead and the battle waged fiercely around them.

It is claimed that the art of digging rifle pits, of "sniping" or snare-shooting and the use of sand bags in defensive earthworks were all derived from observation of American methods.

the ideal material. It is warm, pliable, sheds the rain and retains its appearance under the most adverse weather conditions.

The German emperor asked the late Count von Waldersee to China to paint a series of war pictures for him. The artist, however, declined to go, and a Polish newspaper publishes a letter from him, declaring that he could not make the journey owing to previous engagements.

## TOMMY ATKINS AND HIS FRIEND.

The renowned and redoubtable "Tommy Atkins," or common English soldier, is a kind hearted creature and, as set forth by Mr. Rudyard Kipling in his famous poem about "The Absent-Minded Beggar," has many fine qualities as well as little failings.

He is patient and enduring, tolerant and cheerful, in whatever part of the world he may be campaigning, and his fondness for pets is a charming trait of his character. There may have been instances of his seeming cruelty when



his blood was up in battle, but it was not premeditated, one may be sure, and his kindness to the little children of Bloemfontein and Pretoria have been frequently noticed by the war correspondents. The accompanying illustration shows a trooper of the Queen's Own and one of his most recent "finds"—a small black boy no higher than his haversack—with whom he seems to be on most friendly terms.

## ANOTHER SOUTH AFRICAN HEROINE.



The women who fought on the Boer side in the South African war are almost too numerous to mention, and a chapter ought to be written about them and their deeds alone. Indeed, one author has devoted a special chapter to the brave doings of the Boer women, and his book was written before the war had well begun at all.

The latest to claim our attention is Mrs. Otto Krantz, the wife of a professional hunter and trapper, who accompanied her husband throughout the entire campaign, from the very beginning in Natal to the last skirmish in the Orange Free State.

At the battle of Elandsvaart, where, it is admitted, occurred some of the hardest fighting of the war, Mrs. Krantz was by her husband's side continuously and bore her part uncomplainingly, fortunately escaping unhurt, though at times in the thick of the fight. As the illustration, reproduced from her latest photograph, shows, she is young and comely, especially feminine in attire as well as by nature, and hardly to be taken for a typical amazon.

## THE IRON CROWN OF LOMBARDY.

The famous iron crown of Lombardy, preserved in the cathedral at Monza, the town in which King Humbert was shot, is one of the most remarkable relics in the world. Tradition states that the inner circle of iron, around which runs a band of golden plates, was forged from nails of the true cross sent from Jerusalem by the Empress Helena to her son Constantine about the year 326 A. D. The outer crown is composed of six golden plates incrustated with precious stones, which are so interlaced as to fit the heads of the different sovereigns who may be crowned with it, while the inner circle of iron has holes and rivets in order to make it correspond. Most famous of the kings of Italy in modern times to wear this iron crown was Napoleon I.



## ANCIENT CHINESE TEMPLE, CHEFU.



Here is the ancient temple of Chefu, China, in which, about 35 years ago, Li Hung Chang signed a convention for opening several new treaty ports and otherwise favoring foreign commerce. There are many abandoned temples throughout China, once attached to religious bodies that have somehow ceased to exist, or erected by worshippers who have disbanded, and these structures, like the palaces of former princes, are so numerous in the country adjacent to Peking that the legionnaires often occupy them as summer quarters and frequently build places in the ample grounds by which they are surrounded.

visit the University of Chicago by Dr. Harper, its president. "I am," he said, "getting too old to travel far, but I must add that it is one of my greatest regrets that I never had an opportunity to study properly the splendid republic of the United States."

It has been computed that there are 100,000 railway locomotives in the world at the present time.

Speaker Gully is the fifth who has presided over the house of commons since the queen began to reign. As

## TOLD IN SHORT PARAGRAPHS.

Two logs of African mahogany from one tree have been sold in Liverpool for the record price of \$5,680. The price paid per running foot for one was \$236, and for the other \$181.

It is not often that one pair of shoes will do two men, but in Middleboro, Ky., there are two men who wear the same pair at the same time. One has his right foot off, while the other is minus his left. They wear the same size shoes, and make it a point to buy together, and they are able to get their footwear at half price, as they divide the cost.

A French philanthropist has opened a free "hospital" for plants in the Faubourg St. Antoine, and the institution is proving a great boon to poor Parisians, nearly all of whom are flower lovers and have plants growing in their windows. The "hospital" buildings are big greenhouses, and the doctors and nurses are gardeners who look after the plants which are brought in until they recover, and then return them to their owners.

The Duke of Sutherland has been asked to accept the office of first vice president to the "Sober Scot society," which is to be known in the future as the "Scottish Self Control society." The object of the organization is to oppose treating with liquors and "nipping."

The Earl of Glasgow and Lord Torphichen are among the other vice presidents.

Prince Maximilian of Saxony has accepted the professorship of canon law at the University of Freiburg, Switzerland. He was born in 1870, and in 1895 was ordained a priest. At present he is pastor of a church in Nuremberg.