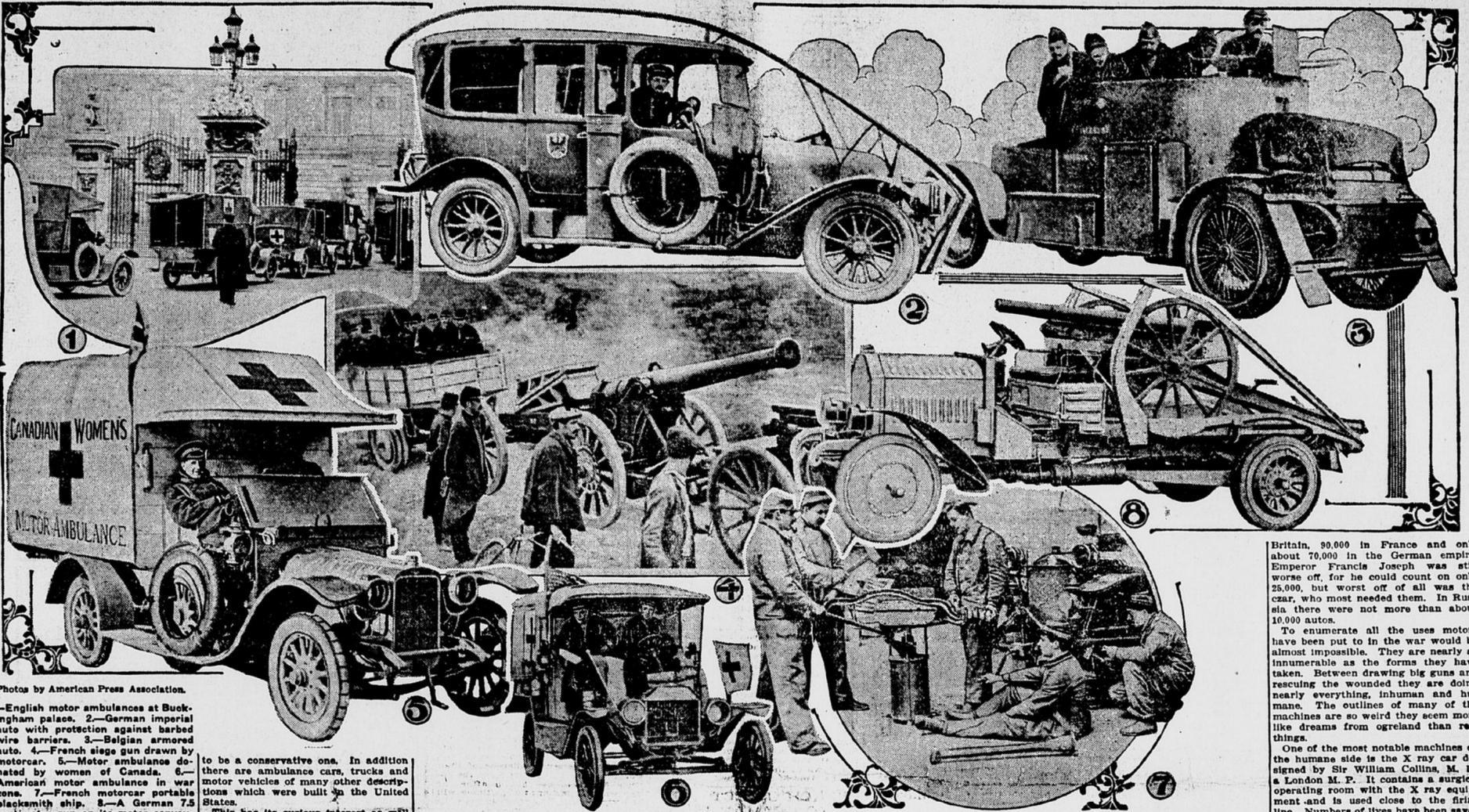


# In the Eye of the World

## WAR PUTS MOTORCAR TO STRANGE USES



Photos by American Press Association.

1.—English motor ambulances at Buckingham palace. 2.—German imperial auto with protection against barbed wire barriers. 3.—Belgian armored auto. 4.—French siege gun drawn by motorcar. 5.—Motor ambulance donated by women of Canada. 6.—American motor ambulance in war zone. 7.—French motorcar portable blacksmith shop. 8.—A German 7.5 centimeter gun on its motor conveyance.

to be a conservative one. In addition there are ambulance cars, trucks and motor vehicles of many other descriptions which were built in the United States.

This has its curious interest as well as profit, for it was in America in the early days of the Revolution that an artist, dreaming one day of what was wanted as the ideal piece of artillery, conceived and made a sketch of a power driven chassis carrying a twelve pounder. It was a remarkable prevision of the realities of today.

Germany, whose early advantages in the war were largely due to her pre-eminence of armored automobiles, was the first to use power in place of horses, but that was rather a chance. She employed two steam traction engines in the Franco-Prussian war of 1870.

England used steam street locomotives in India as early as 1873-4 and employed about thirty heavy traction engines in her Transvaal war. The Greeks in their war with the Turks made use of a few automobiles. In the Balkan war the Bulgarians used auto trucks with success, but the Italians in the capture of Tripoli from the Turks were the first to employ the automobile truck with markedly great advantage.

A horse drawn provision train to supply an army of four corps with two cavalry divisions would require 4,900 men, 5,100 horses and 4,650 wagons. A motor train would do the same work with 500 trucks and 2,200 men. In maneuvers in New York and Massachusetts

it was found that the fodder of the 3,268 mules required to supply a division cost \$24,941 a month, whereas gasoline for the 807 autos, which would have been sufficient, would have cost \$12,105 a month. On the march the autos would have taken up 7,532 yards less space than the mule trains.

To provide a supply of heavy auto trucks Germany paid owners a primary subsidy of \$952 and \$238 a year for five years. For fast passenger cars the Volunteer Automobile corps was formed in 1905, headed by Prince Henry of Prussia and commanded by Duke Adolf of Mecklenburg. Every member of the German Royal Automobile club joined

at once. Motorcycles were provided for by a similar corps.

England and France followed suit with subsidies for motor trucks, England paying \$576 in three yearly installments and France \$1,440 in four years. In London a manufacturer, well known in America, where he runs a number of retail stores, started among auto owners a volunteer corps somewhat similar to that in Germany, but it did not develop further than to hold a few interesting races with balloons in the early days of aviation.

To the automobile more than to the big guns was due the fall of Liege. A thousand picked German soldiers

mounted in armored cars made a new kind of Balaklava charge. Nothing could stop the unexpected rush they made along the roadway between two of the forts. But even the humble taxicab won laurels for it was on them that Joffre rushed out the army that helped to turn Von Kluck and save Paris.

In providing his wonderful fleet of passenger automobiles there was only one thing Kaiser Wilhelm could not overcome. The thriftiness of the average German did not allow the ownership of an auto to become very common. When the war broke out it was estimated that there were about 250,000 privately owned auto cars in Great

Britain, 90,000 in France and only about 70,000 in the German empire. Emperor Francis Joseph was still worse off, for he could count on only 25,000, but worst off of all was the czar, who most needed them. In Russia there were not more than about 10,000 autos.

To enumerate all the uses motors have been put to in the war would be almost impossible. They are nearly as innumerable as the forms they have taken. Between drawing big guns and rescuing the wounded they are doing nearly everything, inhuman and humane. The outlines of many of the machines are so weird they seem more like dreams from ogreland than real things.

One of the most notable machines on the humane side is the X ray car designed by Sir William Collins, M. D., a London M. P. It contains a surgical operating room with the X ray equipment and is used close to the firing line. Numbers of lives have been saved by the rapid work it makes possible.

But perhaps the strangest use to which the motor has been put is that of extracting bullets, pieces of shrapnel and other steel fragments from wounds. In one form of French car the motor is made to drive a dynamo which keeps an electro magnet highly charged. This magnet placed over the wound at once draws out every particle of steel which might, if left in, set up blood poisoning.

Another remarkable device is that on the kaiser's private war car shown in the illustration. Steel blades from radiator to roof enable it to go through any wire entanglements.

## SOLDIERS IN WAR FIND MASCOTS A COMFORT



Photos by American Press Association.

1.—English Tommy teaching tricks to regimental mascot. 2.—Russian outpost adopts two stray dogs as mascots. 3.—Dennis, an island porker, is mascot of one of the British ships in Dardanelles.

war, it is said, the famous toadstone of the Hohenzollerns. According to the family legend, the stone in this ring was dropped by a toad on the bed of Elector John of Brandenburg, father of Frederick the Great. The elector had it mounted in a ring which has been worn by the head of the house ever since, and the belief is that the luck of the Hohenzollerns will never fall while the stone is safe.

King George of England wears as his mascot a bracelet that was worn by his father, Edward VII, to whom it was a gift, the story of which is not known. Czar Nicholas of Russia puts his faith in a ring the power of which is fortified by religion, for the gem contains a relic, said to be a piece of the true cross.

Mascots are officially taboo in the army and navy of the United States, but in Great Britain they are officially recognized, and even supplied by the most exalted personages. In the British army particularly the men's mascots figure on the regimental scrolls and are decorated even as humans when they show unusual bravery.

Absurd as it may appear, all the British regiments fighting in Europe have their mascots with them. The big white goose of the grenadiers, the old white goat of the Welsh fusiliers, the donkey of the Inniskillings and the ram of the Sherwood foresters have learned the horrors of life in the trenches. So have the deer of the Royal Scots and the Seaforth Highlanders, just as have the pet dogs of many regiments.

The practice is nothing like so foolish as it may look. The comfort their pets give to the men is immeasurable. Their psychological effect is invaluable. In times when there is only too grave a peril of men becoming mere savages, as the war has shown, the presence of their dumb pets keeps alive the humanity of the men by giving them the opportunity of expense.

Many of the British army mascots are famous. The first old Billy of the Welsh fusiliers, a gift of Queen Victoria, was under the walls of Sebastopol in the Crimea. When he died of old age the queen presented the regiment with another, with enormous honors, also were tipped with silver. This goat went through the Boer war and afterward wore a silver breast plate presented to it by the city of Lichfield. The goat now at the front was a gift of King Edward.

Jack, the Skye terrier of the Scots guards, also went through the Crimean war. At Inkerman he was wounded in the right foot and on his return was decorated by Queen Victoria. The pet carrier, Tiny, of the Royal engineers, won a decoration in Egypt, and the mascot of the Berkshire, which was wounded in the back in Afghanistan, got a medal and a pat from Victoria.

Drummer, the rough haired terrier of the Northumbrians, went through both the Sudanese and the South African campaigns. The British grenadiers would mope without their goose. The first one the regiment obtained in the war in Canada. It was wounded on the field. The Irish guards feel at home anywhere when Brian Boru, their great boarhound, is around.

Many of the British army mascots have been troublesome as well as odd. The Inniskillings adopted an ostrich in the Transvaal, but it stampeded their horses. The Buffs obtained a tiger cub in India, but when Kitty grew up she broke into the butcher's department and a court martial ordered her shot. But Lizzie, the pet Indian bear of the Seventeenth hussars, and Ruskie, the Russian bear of the Nineteenth hussars, are far more docile than the gorilla of the Fourteenth hussars or even the little monkey of the Derbyshires.

But perhaps the strangest mascot of all is Jimmy Durham, the pet and terror of the Second Durhams. Jimmy is a Sudanese negro. He was found by the regiment, a baby on the field of Omdurman lying beside a dead man and a wounded donkey. The men reared him themselves, and now he is so active a temperance worker that he has refused to drink any more.

Mascots are just as popular in the British navy, and also in the services of France, Russia and Germany. The men need pets if only to break the monotony.

Oddly enough, the pig is a very common pet with sailors. The reason is that, contrary to what may be the common opinion, the porker is a merry little beggar and affords the men real sport. Such mascots are on several of the big warships bombarding the Dardanelles. The German commerce raiders now interned at Norfolk also had pigs as mascots.

In the United States navy many mascots have been famous. There was Admiral Dewey's chow Bob; also Captain Sigbee's little Peggy, which survived the sinking of the Maine. There was Mike, the educated West Indian goat of the Kearsarge, which preferred the cans to the canned food and was admired by the kaiser in the visit to Kiel, and there was Cussing Jim, the parrot that went to Kiel on the Michigan and then had to be gagged lest he said things to the emperor; also there was the famous old goat of the New York, which would eat anything from green paint to piano keys and when mad would butt a funnel or even a thirteen inch gun.

## ASTORS TO USE AIR YACHT



Mr. and Mrs. Astor © by American Press Association. Mr. and Mrs. Vincent Astor and the Hydroaeroplane in Which They Will Fly Above Hudson River.

It is probable that the most prominent aviator in the realms of peace this year will be Vincent Astor. His bride is also to take the air with him in his flying boat. Both are said to be so enthusiastic that not even a smash, in which a mechanic broke his arm in the machine, has had any effect in deterring them.

Mr. Astor has had built what is perhaps the first real yacht of the air. Aeroplanes heretofore have mainly been built for the mere flying. The Astor air boat is built with an eye entirely to superb luxury and the joy of air riding. All this summer, it is expected, Mr. and Mrs. Astor will be taking flights above the course of the river Hudson at Rhinebeck, their country home. The young millionaire went to Marblehead, Mass., to take his first lessons as an aviator, but decided that he would be taught at Rhinebeck.

"I'm sure ten or a dozen lessons will be enough," he said, "and then I shall make a number of flights along the Hudson. I am looking forward to going up with intense delight."