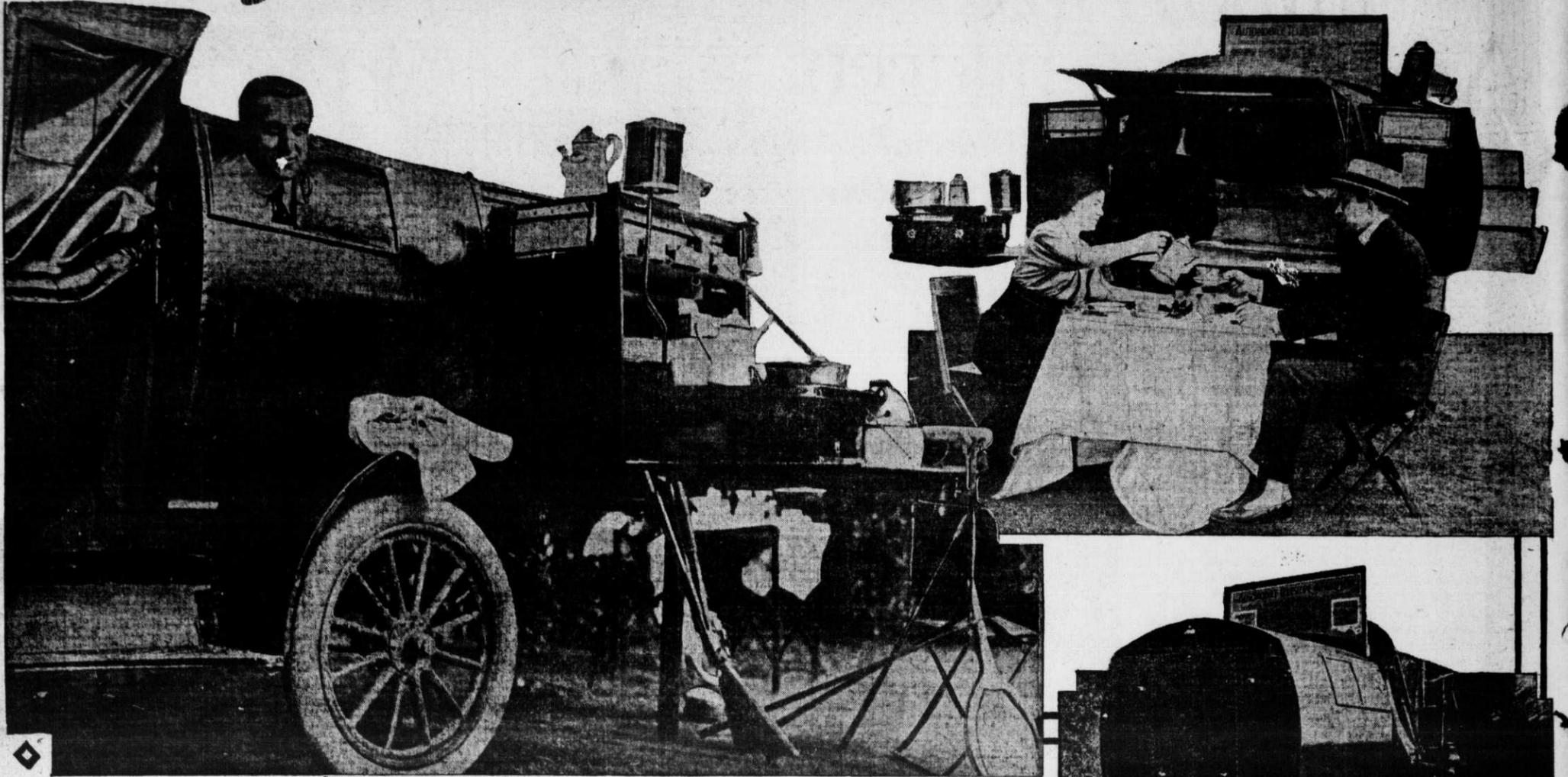


Touring Automobiles with all the Comforts of Home



The Automobile-Telescope Apartment invented by Gustave De Bretteville and Used by Him for "Land Cruising." Mr. De Bretteville is Shown Taking Observations Through a "Port Hole." The Kitchen Extension with Its Cooking Range Fed from Small Gas Tanks is Shown at the Extreme Right.

Some of the Newest Designs of "Land-Going Yachts" with Bedrooms, Kitchens and Even Bath Tubs

TOURING the country in "land-going yachts" promises to become a popular pastime. It was introduced on an elaborate scale last Summer by Mr. Roland R. Conklin, a New York millionaire, but has since been taken up, in a more modest way, by numbers of auto-owners who recognized its great possibilities.

Gustave De Bretteville, of San Francisco, for instance, has constructed what he calls an automobile-telescope apartment. It contains a comfortable bed, a bath, kitchen facilities and a dining-room. This car is intended to accommodate only two persons, and everything is so efficiently arranged that there isn't the slightest suggestion of crowding.

The bed is of regulation size and is lighted by electricity. Cooking utensils and facilities and storeroom for supplies make it possible for the travellers to provide themselves with warm meals just as regularly as if they were home. Cooking operations are not commenced until the car comes to a standstill, meats being cooked usually at night and warmed for meals during the following day. In fair weather, meals are eaten out of doors, a collapsible table and chairs being carried for that purpose.

When the weather is inclement the travellers keep indoors, the dining-room being ample enough to hold two people comfortably. Books, writing materials, cards and other diversions help to make the time pass quickly when the tourists tire of watching the scenery, and there are always little odds and ends of mending and repairing to be done on a voyage of this kind to keep the mistress of the house busy just the same as there is on shipboard.

One of the photographs on this page shows the automobile-telescope-apartment at rest, with its owners breakfasting comfortably on the road. Hot coffee, warm rolls, all cooked on the travelling cook-stove, comprise the meal, but the facilities are equal to the task of roasting a turkey or a joint of beef or any other major cooking operation.

Equally efficient is the "Automobile-bungalow" used by S. W. Beasley, of Pomona, Cal., while on his journeys about the countryside engaged in distributing religious literature. This conveyance is in effect a transportable bungalow drawn by a light runabout. It is more in the nature of a houseboat than a yacht

but it admirably serves the purpose of providing its owner with a comfortable shelter while he is traveling through the country.

The photograph of Mr. Beasley's "automobile-bungalow" on this page shows that the rear wheels have been removed from the runabout. In their place is a jack-shaft provided with a differential. The runabout frame is extended back to make the front wheels of the house serve as the middle set of wheels for the train.

One of the remarkable features about this conveyance is that the runabout is not marred in the least by the use to which it is put and can be changed back into its original form within twenty minutes by removing the sprocket wheels and disconnecting the extension. This feature is very valuable to Mr. Beasley because it enables him to use the runabout in connection with his extension work whenever he arrives in a community where he desires to operate.

The sleeping accommodations of this structure comprise one full-sized and three three-quarter-sized beds. When they are folded up they are shut off from the living room by a curtain on the inside. When they are let down, this curtain forms a roof and side-curtains are provided so that each bed may be separately enclosed.

The "kitchen" is located at the end of the bungalow and consists of a gasoline range, sink, china closet and ice-box. Hot and cold water are forced up from a tank under the house by means of an air pipe fed by a bicycle pump. Above the sink is the china closet, the linen closet and cooling chamber or ice-box being on either side.

There is a collapsible dining-room or library table. A dressing-room, about the size of a telephone booth, contains a clothes-press, and outside of it is a built-in writing desk with a mirror over it. A built-in bookcase is under the desk. The automobile-bungalow is intended to accommodate five persons. Its cost, including all the fixtures and utensils, is put by Mr. Beasley at \$1,800.

Simple, but very complete, is the two-story auto-house used by M. Amagoris, of Paris, which is also shown on this page. The car itself is not structurally different from an ordinary large limousine, although its interior is equipped with all the conveniences to be found in a well-appointed private dwelling.

Bathing, cooking and dining facilities are here provided. The sleeping-chamber is located on the roof of the limousine, canvas being used for the sides and tops.

By far the most elaborate production in the way of a "land-going yacht," however, is that of Mr. R. R. Conklin, before referred to. It was built at a cost of \$25,000 for the primary purpose of conveying Mr. Conklin and part of his family from their home at Huntington, L. I., all the way to the San Francisco Exposition. The party consisted of Mr. Conklin, his wife, two children, two nephews and a young woman guest, a cook, a governess and two chauffeurs—eleven in all.

Owing to the wretched condition of the roads which the "land-yacht" encountered, the "Gipsy Van," as the conveyance was called, was abandoned in Chicago, the rest of the trip being made by rail.

"Despite the fact that we did not follow our original plan of crossing the continent in the 'Gipsy Van,'" declared Mr. Conklin upon his return to New York, "we all considered the voyage a distinct success. I have had the van brought back to New York, and we shall use it again this Summer for long trips. We shall be a little more careful in our choice of routes, however. On roads which were half-way decent our conveyance answered every requirement and demonstrated that 'land-cruising' in this way is, in many respects, as delightful and as restful as ocean-cruising, and possesses many advantages which yachting lacks."

One of the most interesting souvenirs of the trip last season was the "log-book" which Mr. Conklin had prepared for private distribution among his friends. It contained a complete narrative of the voyage written by various members of the party and was illustrated with numerous photographs taken during the trip. No attempt was made to skip over the slight mishaps which characterized the voyage. On the contrary, by word and picture, every minute incident was duly recorded so that those who participated in the unique tour might ever recall the bitter as well as the sweet experiences they endured. Photographs of the "Gipsy Van" stuck axle-deep in the mud at Briarcliff, N. Y., when only two days "out of" Huntington, were included in the "log-book," as were also pictures showing the vehicle

minus its upper-deck, an operation which was made necessary when a viaduct which was too low for it to pass under was encountered on a road four miles east of Michigan, City, Ind.

The "Gipsy Van" may best be described, perhaps, by imagining that we approach it from behind and then enter on a tour of inspection.

The door in the back is opened by turning a handle which automatically lets down a couple of steps. Having ascended these steps and shut the door after us, we see on our left hand a large icebox in two sections, one higher than the other. On the lower section of the icebox rests a folding wash basin with mirror and other toilet articles. Attached to the main icebox, which holds 100 pounds of ice, is a filter which is connected by pipes to the ice chamber, providing a flow of cold water at all times.

Over the icebox and extending to the roof of the car are shelves for preserves, groceries, etc., which do not require icing.

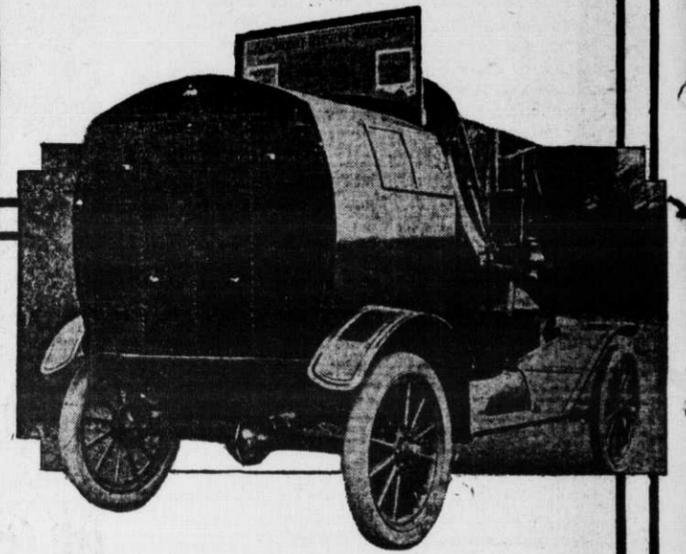
Directly overhead as one enters is a shower bath, with curtain attachment. The overflow of water is taken care of by a very ingenious contrivance concealed in the floor of the caravan. A number of small trap-doors are raised, and when secured in place they form the sides of a bath and prevent leakage of water. A plug removed from the centre of the bath floor lets out the water while the shower is running.

Next to the big icebox on the left-hand side of the car is a sink with running hot and cold water for the washing of dishes, and next to this is an electric range, with broiler and oven. A large cabinet for supplies adjoining the range completes the left-hand side of this first compartment, which is called the "kitchen."

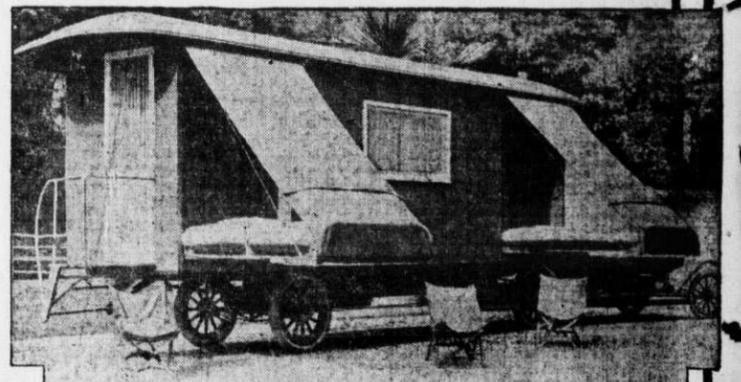
On the right-hand side, upon entering, is a lavatory, then a large cupboard and an ingenious card table which can be converted into a set of steps, by means of which is reached the "upper deck," or roof garden. A writing desk adjoins this cupboard, and in addition to library requisites holds the cameras and films. The kitchen is seven feet long.

We then come to the sitting room or salon. In the daytime this compartment, which is some ten feet long, is furnished with three immense settees, all of which face toward the front. These lounges are covered in a very artistic fashion, the whole scheme of interior decoration being designed with a view to the beautiful as well as the practical. A talking ma-

The Auto-Telescope Apartment "On the Road"—Above It Mr. and Mrs. De Bretteville Are Seen Eating a Meal Cooked in the Automobile Kitchen.



The "Automobile-bungalow" Used by S. W. Beasley in His Religious Extension Work. It Carries 5 Persons Comfortably. Its Beds, That Fold Against the Side, Are Shown "Let Down"



chine with the very latest records occupies one corner of this salon.

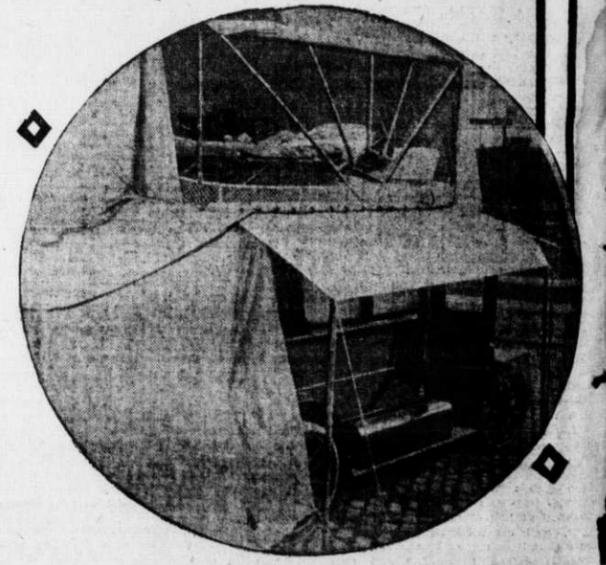
At night the salon is converted into a bedroom for six people. Three sleeping berths let down from the ceiling of the room, although they are designed in such a way that during the daytime no one would ever suspect their existence, and the three settees, are readily converted into comfortable beds. Mattresses six inches thick of special construction are provided to insure comfort.

Each berth is provided with its own electric reading lamps, one at each end, and has special arrangements for hanging clothes.

We now come to the front apartment, or driver's cab, which is separated from the salon by a large window, allowing the passengers to have a front view as well as a side one. The window is screened at night to allow of perfect privacy in the car proper.

The driving cab contains sleeping berths for the two chauffeurs, which are concealed during the day; tool boxes and storeroom for accessories.

On the roof, which is reached by means of the steps before mentioned and through a trap-door which is easily opened as one ascends, is provided storeroom for most of the equipment carried, including a valise for each one of the eight passengers, guns, ammunition, tanks for water, oil and kerosene.



A "Two-Story" Automobile Used for "Land Cruising" by M. Amagoris, of Paris.