

*Pioneers of France in the New world. France and England in North America Item Preview.*

Bring fact-checked results to the top of your browser search. History of the automobile Unlike many other major inventions, the original idea of the automobile cannot be attributed to a single individual. Leonardo da Vinci considered the idea of a self-propelled vehicle in the 15th century. In a Swiss clergyman, J. Genevois, suggested mounting small windmills on a cartlike vehicle, their power to be used to wind springs that would move the road wheel. Two-masted wind carriages were running in the Netherlands in , and a speed of 20 miles 30 km per hour with a load of 28 passengers was claimed for at least one of them. Other inventors considered the possibilities of clockwork. Probably in a carriage propelled by a large clockwork engine was demonstrated in Paris by the versatile inventor Jacques de Vaucanson. The air engine is thought to have originated with a 17th-century German physicist, Otto von Guericke. Guericke invented an air pump and was probably the first to make metal pistons, cylinders, and connecting rods, the basic components of the reciprocating engine. In the 17th century a Dutch inventor, Christiaan Huygens , produced an engine that worked by air pressure developed by explosion of a powder charge. Denis Papin of France built a model engine on the vacuum principle, using the condensation of steam to produce the vacuum. An air engine was patented in England in , and a grid of compressor stations was proposed to service vehicles. An air-powered vehicle is said to have been produced in Steam propulsion was proposed as early as the 16th century, and in Ferdinand Verbiest , a Belgian Jesuit missionary to China, made a model steam carriage based on a principle suggestive of the modern turbine. In the 18th century a French scientist, Philippe Lebon , patented a coal-gas engine and made the first suggestion of electrical ignition. In Paris, Isaac de Rivas made a gas-powered vehicle in ; his engine used hydrogen gas as fuel, the valves and ignition were operated by hand, and the timing problem appears to have been difficult. The age of steam Most historians agree that Nicolas-Joseph Cugnot of France was the constructor of the first true automobile. Cugnot was an artillery officer, and the more or less steam-tight pistons of his engine were made possible by the invention of a drill that accurately machined cannon bores. Because of the heavy weight of the steam chamber in the front, it had a tendency to tip over when not hauling cannons, which was what it was designed to do. Steam buses were running in Paris about Oliver Evans of Philadelphia ran an amphibious steam dredge through the streets of that city in Less well-known were Nathan Read of Salem, Massachusetts, and Apollos Kinsley of Hartford, Connecticut, both of whom ran steam vehicles during the period “ In March the magazine Scientific American described tests of a vehicle that weighed only pounds about kg and achieved a speed of 20 miles 30 km per hour. Another American, Frank Curtis of Newburyport, Massachusetts, is remembered for building a personal steam carriage to the order of a Boston man who failed to meet the payment schedule, whereupon Curtis made the first recorded repossession of a motor vehicle. English inventors were active, and by the s the manufacture and use of steam road carriages was flourishing. Watt was opposed to the use of steam engines for such purposes; his low-pressure steam engine would have been too bulky for road use in any case, and all the British efforts in steam derived from the earlier researches of Thomas Savery and Thomas Newcomen. Sir Goldsworthy Gurney , the first commercially successful steam carriage builder, based his design upon an unusually efficient boiler. He was not, however, convinced that smooth wheels could grip a roadway, and so he arranged propulsion on his first vehicle by iron legs digging into the road surface. His second vehicle weighed only 3, pounds 1, kg and was said to be capable of carrying six persons. He made trips as long as 84 miles km in a running time of 9 hours and 30 minutes and once recorded a speed of 17 miles 27 km per hour. Gurney equipment was used on the Gloucester-Cheltenham service of four daily round trips; under favourable conditions the equipment could complete the 9 miles 15 km in 45 minutes. Between February 27 and June 22, , steam coaches ran 4, miles 6, km on this route, carrying some 3, passengers. The equipment was noisy, smoky, destructive of roadways, and admittedly dangerous; hostility arose, and it was common for drivers to find the way blocked with heaps of stones or felled trees. Nevertheless, numerous passengers had been carried by steam carriage before the railways had accepted their first paying passenger. The most successful era of the steam coaches in Britain

was the s. Ambitious routes were run, including one from London to Cambridge. But by it was clear that the steam carriages had little future. The crushing blow was the Locomotives on Highways Act of 1825, which reduced permissible speeds on public roads to 2 miles 3 km per hour within cities and 4 miles 6 km per hour in rural areas. This legislation was known as the Red Flag Act because of its requirement that every steam carriage mount a crew of three, one to precede it carrying a red flag of warning. The act was amended in 1833, but it was not repealed until 1845, by which time its provisions had effectively stifled the development of road transport in the British Isles. The decline of the steam carriage did not prevent continued effort in the field, and much attention was given to the steam tractor for use as a prime mover. Beginning about 1825, Britain was the scene of a vogue for light steam-powered personal carriages; if the popularity of these vehicles had not been legally hindered, it would certainly have resulted in widespread enthusiasm for motoring in the 1830s rather than in the 1840s. Some of the steamers could carry as few as two people and were capable of speeds of 20 miles 32 km per hour. The public climate remained unfriendly, however. The car designed by them and sold as the Locomobile became the first commercially successful American-made automobile about 1835, were built in 1835. It is estimated that in the year 1835 there were still some steam cars in the United States, most of them in running order. Early electric automobiles At the beginning of the 20th century, 40 percent of American automobiles were powered by steam, 38 percent by electricity, and 22 percent by gasoline. It was followed by other three-wheelers in London and Boston. The first American battery-powered automobile, built in Des Moines, Iowa, c. 1835. The popularity of the electric car was hampered by a lack of battery-charging infrastructure. Prior to 1835, few private homes, even in cities, were wired with electricity, and community charging stations and battery exchange schemes failed to catch on. By 1835 the problem had been overcome, and the electric had its heyday. Some 20 companies were in the trade and 33, electric cars were registered in the United States, the country in which they had maximum acceptance. It was another application of battery power, the electric self-starter, that did as much as anything to doom the electric car by eliminating the dreaded hand crank and making the internal-combustion engine car amenable to operation by women. Further, the electric had never really been suited to other than limited urban use because of its low speed 15–20 miles, or 24–32 km, per hour, short range 30–40 miles, or about 50–65 km, and lengthy time required for recharging. The heyday of the electric car in America had ended by 1835, although a few manufacturers offered them on special order until World War II. The war, however, gave rise to experiments with small electric cars in fuel-starved France and resulted in extensive use of electric vehicles for milk delivery in Britain, which continued in urban areas there for the rest of the century. Development of the gasoline car Most authorities are inclined to honour Karl Benz and Gottlieb Daimler of Germany as the most important pioneer contributors to the gasoline-engine automobile. Benz ran his first car in 1825, Daimler in 1826. Benz and Daimler did persist—indeed, to such purpose that their successor firm of Daimler AG can trace its origins as far back as 1825. Oddly, Benz and Daimler never met. The four-stroke principle upon which most modern automobile engines work was discovered by a French engineer, Alphonse Beau de Rochas, in 1826, a year before Lenoir ran his car from Paris to Joinville-le-Pont. The four-stroke cycle is often called the Otto cycle, after the German Nikolaus August Otto, who designed an engine on that principle in 1826. De Rochas held prior patents, however, and litigation in the French courts upheld him. The reaction was so violent that it occurred to him to use it as a power source. His first vehicle was a handcart marrying a two-cycle engine geared to the rear wheels without any intervening clutch. It was started by having a strong man lift the rear end while the wheels were spun, after which it ran for a distance of about metres about yards. In the Austrian Automobile Club arranged an exhibition of motorcars, and Marcus was a guest of honour. He persisted in his efforts to build a gasoline-fueled vehicle in the face of many obstacles, including lack of money to the point of poverty and the bitter objections of his associates, who considered him unbalanced on the subject. Benz ran his first car, a three-wheeler powered by a two-cycle, one-cylinder engine, on a happy and triumphant day early in 1826. He circled a cinder track beside his small factory, his workmen running beside the car, his wife running too, clapping her hands; the little machine made four circuits of the track, stalling only twice before a broken chain stopped it. Gradually, the soundness of his design and the quality and care that went into the material and the construction of his cars bore weight, and they sold well. That year he was employing some 50 workmen to build the tricycle car; in 1827 he began to make a four-wheeler. In his way, Benz was almost as dogmatic and

reactionary as Marcus had been; he objected to redesign of his original cars, and some authorities believe that he was never really convinced that his original concepts had been improved upon. In Germany he worked for various engineering and machining concerns, including the Karlsruhe Maschinenbaugesellschaft, a firm that much earlier had employed Benz. During the next decade, important work was done on the four-stroke engine. They set up a shop in Bad Cannstatt and built an air-cooled, one-cylinder engine. The first high-speed internal-combustion engine, it was designed to run at revolutions per minute rpm. Daimler and Maybach built a second engine and mounted it on a wooden bicycle fitted with an outrigger, which first ran on November 10, 1885. The next year the first Daimler four-wheeled road vehicle was made: Daimler appears to have believed that the first phase of the automobile era would be a mass conversion of carriages to engine drive; Benz apparently thought of the motorcar as a separate device. In 1886 they entered the field independently, and the Panhard-Levassor designs of 1894 are of primary importance. They were true automobiles, not carriages modified for self-propulsion. It was based on a framework of light tubing, it had the engine in the rear, its wheels were driven by a belt, and it was steered by a tiller. Remarkably, it had four speeds. This car had obvious commercial value, and in the following year the Daimler Motoren-Gesellschaft was founded. The British Daimler automobile was started as a manufactory licensed by the German company but later became quite independent of it. To distinguish machines made by the two firms in the early years, the German cars are usually referred to as Cannstatt-Daimlers. The Daimler and Benz firms were merged in 1909, and products thereafter have been sold under the name Mercedes-Benz. The Italians were later in the field: Giovanni Agnelli founded Fiat SpA in 1899, saw it grow into one of the weightiest industrial complexes in the world, and maintained personal control until his death in 1945. A De Dion motor car, c. 1880. Library of Congress, Washington, D. C. The oldest automobile still in running order at the beginning of the 21st century was thought to be an Hammel, made in Denmark. It is the oldest known automobile still in running condition. Selden as inventor of the automobile. Selden had filed his application on May 8, 1895, although he had not at that time built an automobile. He was successful in an effort to keep the patent pending for 16 years.

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Visit Website Transparent though the rating system was, it hid a huge problem: Egged on by U. Roosevelt and Harry S. Within weeks of the Japanese surrender, U. Congresswoman, Clare Boothe Luce R-CT admitted that representatives were "under constant and terrific pressure from servicemen and their families. In the five months following V-E Day May , over three million soldiers had come home, one million of them in December alone. And the War Department and other entities repeatedly announced that the pace of demobilization would be speeding up. But none of that seemed to penetrate. It had already slashed the point threshold from 85 to But this created its own headache: While touring the Pacific reviewing troops in December, the newly appointed secretary of war, Robert L. The incident dogged Patterson for months. Embassy in the French capital in January, The spark was the cancellation of a transport ship anchored in Manila. News of the cancellation spread like wildfire and on Christmas Day, 4, men marched on military headquarters, carrying banners. Over the next three weeks, the mutinous mood gained momentum. In Frankfurt, soldiers marched on the headquarters of the commander of U. In London, U. She met with a delegation and wrote to then-Army General Dwight D. Someone who must have been pleased was Erwin Marquit. A lifelong Marxist and a U. By March, it was a distant memory. We strive for accuracy and fairness. Twice a week we compile our most fascinating features and deliver them straight to you.

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