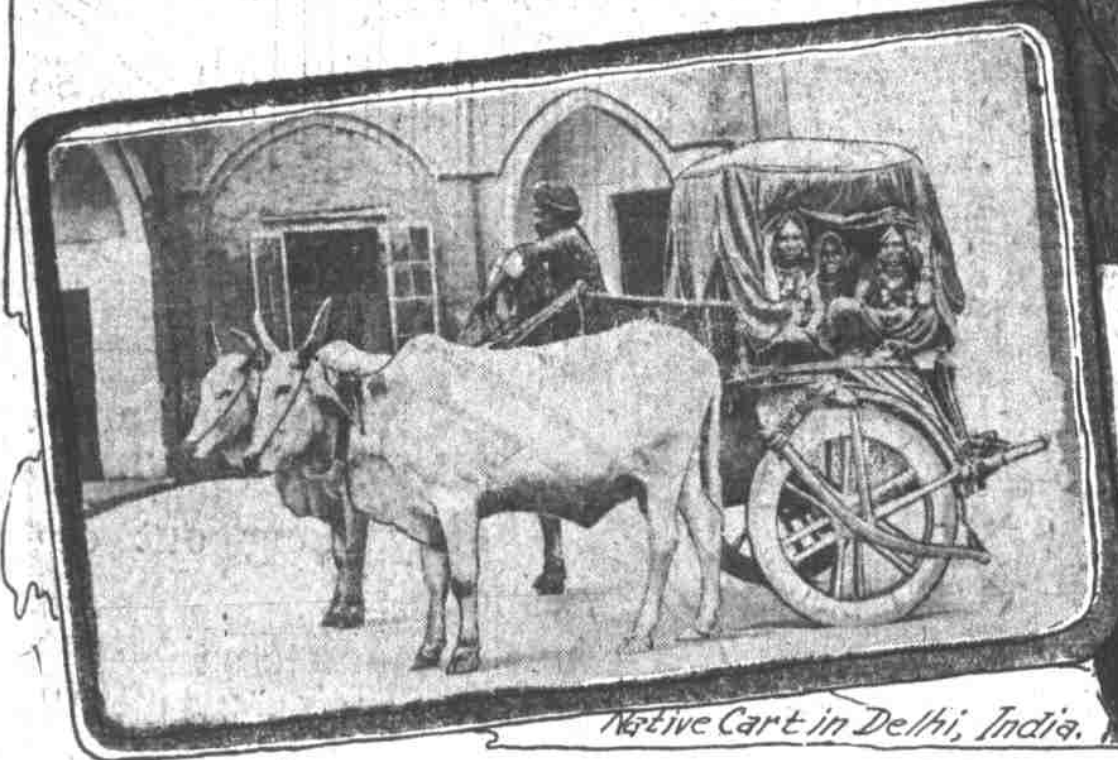


# OLD TIME METHODS in the TRACKS of TRAVEL

Curious Relics of Antiquity That the  
Modern Tourist Finds



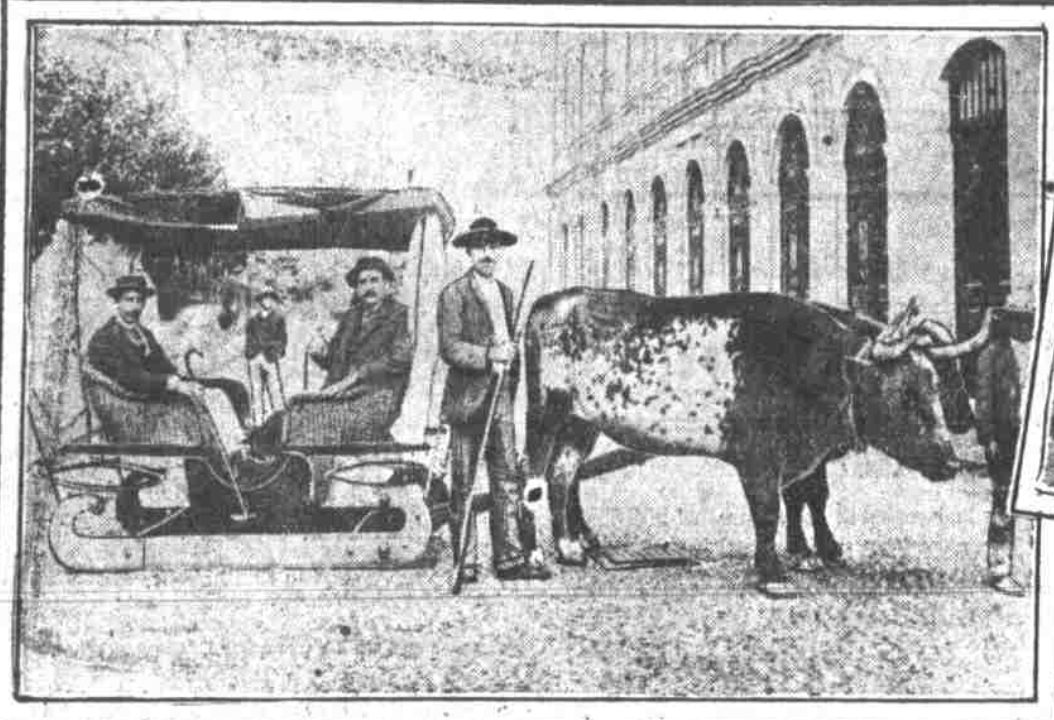
Native Cart in Delhi, India.

FOLKS accustomed to traveling in fast trains, averaging nearly a mile a minute, do not appreciate the railroad facilities of the twentieth century—a century, too, which sees in various countries transportation on sledges by moose, in palanquins on elephants' backs, on camels and in wagons drawn by ostriches. For, curiously, in many countries methods of transportation centuries old are still in vogue.

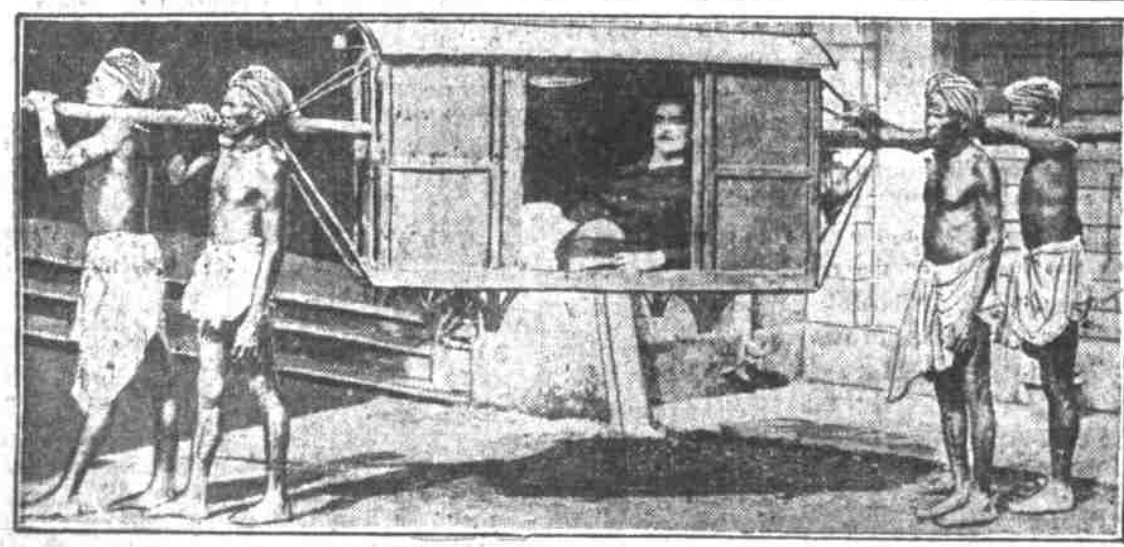
You may fret at the delay in your local train. But, forsooth, it's better than the buffalo cart of Java. It beats the drome-

dary coach of India, or even the elephant omnibus. Your trolley car, blocked as it often is by coal wagons, is far swifter than the passenger barrow of China. And you who fume when your auto breaks down might be more lenient with your chauffeur if you had done Ireland in a jaunting car.

One of the most interesting features at the Yukon-Alaska Exposition in Seattle this summer, it is said, will be an exhibit of the world's methods of transportation, showing the evolution from the primitive sledge to the modern express train.



Tourists in Madeira Use the Sledge Street Car



Still Seen on the Streets of Calcutta.

WHEN Adam got outside of Eden, he probably felt the wanderlust in his veins, and in course of time he and his sons and his sons' sons probably began inventing contrivances which might enable them to travel with more speed and facility and less of the labor imposed upon the brow of the father of the race. They made beasts of burden of the beasts of the field.

However, in this day of lightning-quick speed the benighted folk of many countries can travel no more swiftly than the children of Israel when they sped hot-foot before the swarthy Egyptians, and their method of carrying burdens is no more advanced than the bearers who carried a bunch of grapes hanging from

a pole supported from their shoulders, from the luxuriant valley of Eschol.

For instance, take that means of conveyance known in India as the palki.

Now, of course, India is a slow nation, the brown-skinned natives believing that it takes a man some 70,000 incarnations to get through with his earthly pilgrimage. With a religion teaching such a doctrine there is reason to suppose the Hindoos are perfectly satisfied with traveling in a vehicle such as this.

The palki is a box-like compartment, with a door at the side. From each end extends a pole, which rests upon the shoulders of one or more carriers. Inside the palki is made comfortable with cushions, and the opening of the

sliding door is shaded by curtains. The palki will accommodate two persons, or one person with baggage. It is used to a great extent in central India. Of late the introduction of trolley cars in the larger cities has caused a decrease in the popularity of this vehicle. Trolley cars go faster.

## NO DANGER FROM SPEED

Since the British government's regime in the land of Buddha these contrivances have been licensed. It is somewhat funny to observe a light and license number on each palki. As though there were danger of the carriers exceeding a speed rate! Now, you could probably cover a hundred miles in an automobile in three hours. And this at comfort, with breezes fanning your face. In the palki, supposing the carriers neither rested nor ate, you might cover the distance in about thirty-three or thirty-five hours. And this would be going some in India. Yet good folk who ride autos will complain of the smell of gasoline, or even of the chauffeur's breath!

Even more leisurely than this is the method of traveling in Madeira. Madeira, you know, is where they make wine by, that name—though all Madeira wine obviously does not come from Madeira. The speed of conveyance there is sometimes less than that of a good pedestrian such as Edward Payson Weston could make on a slow day.

The vehicle is a covered contrivance, with wicker seats, resting on two runners similar to those of a sled. Even in this vehicle there is an evidence of a tendency to improvement, for it rests, strangely, on springs. One can travel just as fast as two oxen can go—and in Madeira oxen travel more slowly than in cooler climes.

Even the Hindoos of the 70,000 incarnations have progressed ahead of the Madeirans, whose

vehicle goes back to the fifteenth century. In India, as a particular deference to the fair sex, some one devised centuries ago the native cart, which is draped on all sides with curtains.

To draw this vehicle they hitch up two native oxen or zebus, that eat little and live long. Back in the eleventh or twelfth century some native genius, whose name is lost to fame, conceived this vehicle. It has been used ever since. Some one has said the Hindoos are not progressive. At least they progress no faster than the zebus will let them.

One will notice a peculiarity of the wheels in these native carts, the spokes running from one side to the other of the rim without entering the axle as in the ordinary wheel. The reason for the draped cart is that the good Mohammedans in India believe in the concealment rather than the exhibition of feminine charms.

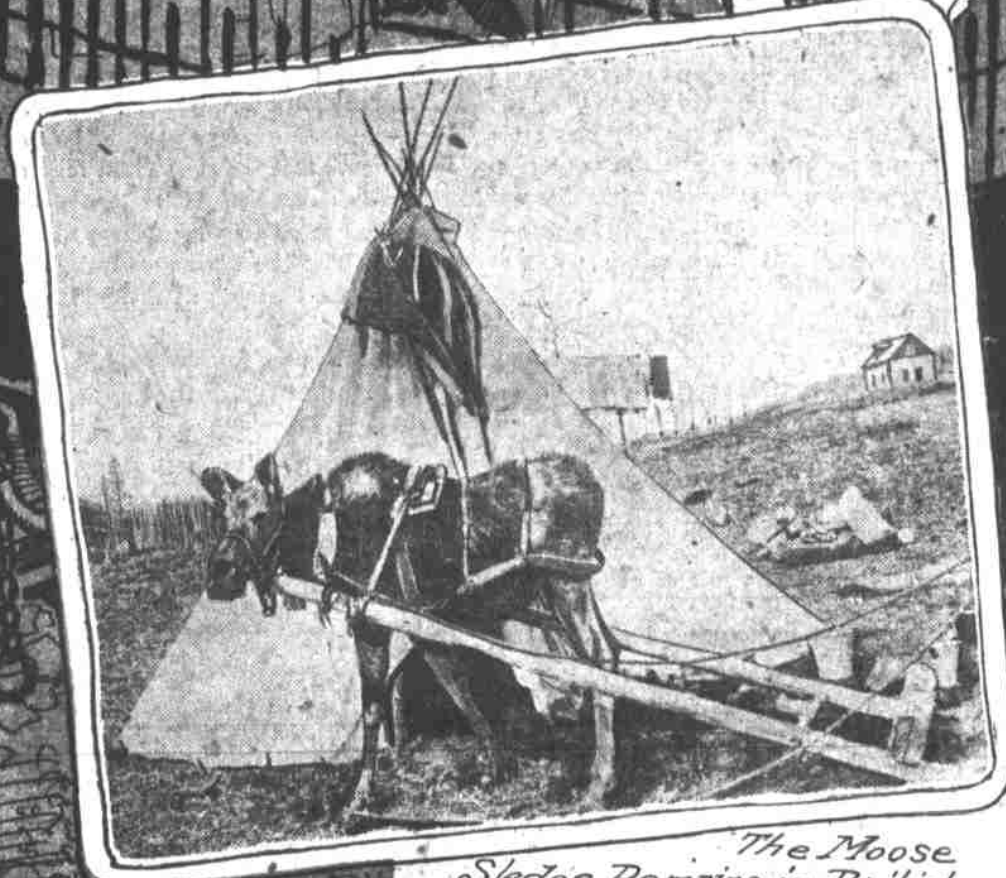
## BACK TO FATHER ADAM

Going back to the time when the grandchildren of Father Adam began seeking means of transportation, one finds that progress was exceedingly slow. In those days asses were driven to a great extent; they were loaded and belabored, but it was impossible to get extra speed out of the beasts. It may have been then that mankind sought other beasts of burden. One of the earliest chosen, doubtless, was the camel.

Now, the camel, judged by the automobile speed records, is comparatively a slow-going creature. But he has strength and endurance, can brave the heat and never runs down children. There is no need of enacting speed laws against him. In the deserts of Arabia, Asia and western Australia camels are practically the only means of transportation. Until the building of the Siberian railroad they were used to



Camel Train in West Australia.



The Moose Sledge Remains in British North America.

a great extent to import goods to Russia through Asia. In Australia they are used in the gold-mining regions of the west.

Have you ever traveled in a caravan? Ever jolted on the wobbly hump? Ever put up on a torrid night beneath the stars? And you still grumble if your ten-forty express stops on the route or runs over a hapless cow on the track? Then you should travel behind a moose on a sledge in the "great northwest" of British Columbia.

The sledge is one of the most primitive of vehicles, and consists of two shafts, hitched to the animal, with one or more cross sections in the rear. Upon the sledge goods are packed. If one is tired he can squat on the luggage while the moose joggles along the trails.

In many of the northern countries—Alaska, especially—both dogs and reindeer are used to draw sleds. Their speed is greater than the lethargic oxen in the tropics.

One of the most picturesque methods of travel is still in vogue in Australia. Mr. Mineowner wishes to take an afternoon trip to a distant village. There are no railroads in that section of the country. Camels go too slow. Taking his buggy from the barn he gets his favorite ostriches, latches them to the vehicle, jumps in, cracks his whip—and off he goes.

## WHEELBARROWS WITH SAILS

In China, where speed doesn't count anyway, they transport men and baggage in wheelbarrows. To assist him the man who hauls the barrow fixes upon it a great sail. He waits until a good breeze comes up, calls his passenger, loads his traffic, lifts the handles, guides the barrow, and—the wind does the rest! It carries the traffic admirably.

In India the elephant omnibus is picturesque. Attached to an ornamus, with seats inside and on the roof, one sees a great elephant marvelously caparisoned. The driver cracks his whip and the elephant joggles off at a leisurely gait. In India they also use the dromedary coach—a coach something like that used for horses in this country a quarter of a century ago.

If you visit the Yukon-Alaska exhibition and view the illustrative panorama of the world's methods of transportation, showing the improvements step by step, you will appreciate the advancement of the twentieth century—and be surprised at the backwardness of the twentieth century, too. For while we travel on ocean liners and get to Europe within a week; while our yachts make more than twenty-five miles an hour, in some dark portions of the earth they still travel by raft and in canoe. And the equivalent of our express train in such sections of the world as the Philippines is the water buffalo.