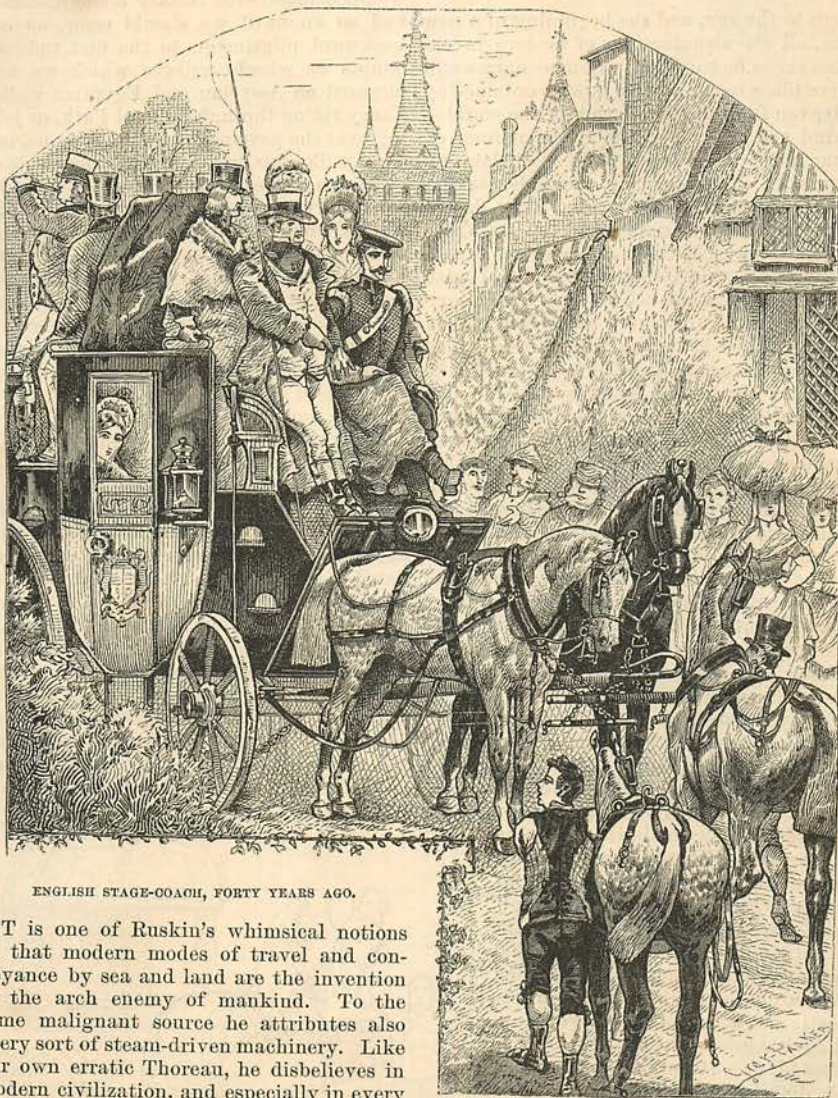


HARPER'S NEW MONTHLY MAGAZINE.

No. CCLXXII.—JANUARY, 1873.—VOL. XLVI.

LOCOMOTION—PAST AND PRESENT.



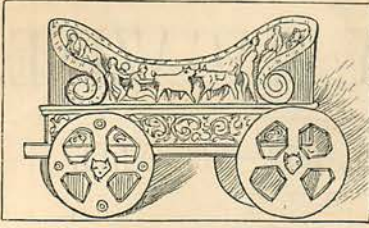
ENGLISH STAGE-COACH, FORTY YEARS AGO.

IT is one of Ruskin's whimsical notions that modern modes of travel and conveyance by sea and land are the invention of the arch enemy of mankind. To the same malignant source he attributes also every sort of steam-driven machinery. Like our own erratic Thoreau, he disbelieves in modern civilization, and especially in every thing which the world calls "progress." With a sincerity unusual in extremists of this order, he tries to carry his theory into practice. He will never journey by coach

or railway where a horse can carry him, nor by steamboat when he can go by sailing vessel. From the little Utopia which he hopes to build up in England, to be a pat-

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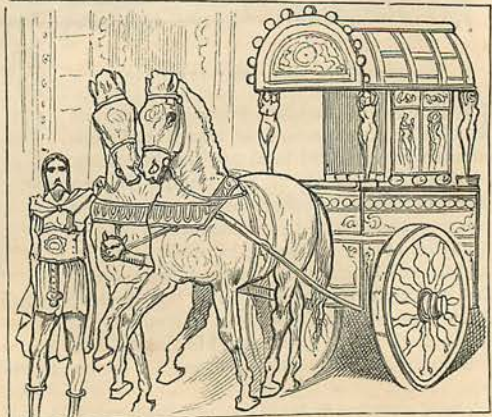
ANCIENT STATE CHARIOT.

tern to the age, and the beginning of a new era, all the abominations of modern invention are to be banished. Steam-engines will give place to the motive powers ordained by Heaven from the foundation of the world—wind and water and the muscular force of man and beast. Hand-work shall there resume its old supremacy, and labor-saving machines shall be unknown. Mills driven by wind or water shall grind the grain, the scythe and sickle, the horse or ox drawn plow, and the old-fashioned flail shall banish all those inventions which have raised agriculture from a drudgery to a science. If the Utopians have any thing to sell, they will take it to market in horse-carts or boats. In short, Mr. Ruskin, who has had the misfortune to be born some hundreds of years too late, would turn the world backward and upside down, undo centuries of civilization and progress, and re-establish an order of things from which humanity has been struggling away through generations of thought, invention, and discovery.

But Ruskin displays the most earnestness in his dislike of modern modes of travel and communication. Railways and steamboats are the especial objects of his fierce denunciation. He thinks the British Parliament should have prohibited the construction of a railway through a beautiful valley in Wales, because Wordsworth wrote a fine sonnet against the desecration of his accustomed haunts; and he declaims with great zeal against the railway which connects Venice with the main-land, because it interferes with the beauty and romance of the approach to the City of the Sea. Railways and the telegraph, he declares, serve only to make the world smaller, and to destroy all that is distinctive in national character. It can not be denied that, from the poetic and imaginative point of view, there is a great deal of truth in Ruskin's ideas. Steam has unquestionably divested travel of much of its old romance; and to a person of romantic temperament the rapidity and convenience which now attend a journey to almost every part of the world are dearly purchased at such a sacrifice.

But, in spite of all that may be said in favor of such views as those enter-

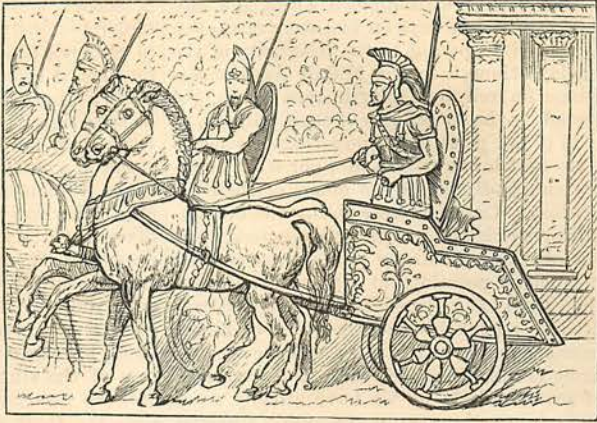
tained by Mr. Ruskin, the world is not likely to surrender the convenience of modern travel for the clumsy contrivances which stood our ancestors in stead some hundreds of years ago. Besides, if we once began this business, where should we stop? How far back should we go in discarding modern inventions? Mr. Ruskin appears to set the limit at the period just before the application of steam as a motive power; but how can we tell what reformer might arise who would demand still further retrogression—and so on until we should come, on our backward pilgrimage, to the first rude attempts at wheel-carriages which we find pictured on Assyrian and Egyptian walls? Fancy riding through Central Park, or jolting over the pavement of Fifth Avenue, in a chariot like this, which several thousands of years ago was esteemed a model of elegance and luxury! A modern ox-cart, with its high wheels, would afford a far more comfortable mode of travel. Even the later Greek and Roman wheeled vehicles, with their springless axles, must have been very uncomfortable on rough roads, as every one can realize who has ever ridden in an old-fashioned country lumber wagon. These vehicles were chiefly used in war, to grace triumphal processions, and in public games. The war chariots used by ancient nations were built on the pattern shown in our illustration—open above and behind, closed in front, and furnished with two wheels upon an axle of oak, ash, or elm. The wheels were generally about four feet in diameter, and each consisted of a hub bound with iron, from six to ten spokes, a felly of elastic wood, and an iron tire. They were fastened to the axle by means of iron linchpins. The Lydians and Romans sometimes attached several spans of horses to their chariots, but the Greeks were generally content with one. The use of these vehicles in war dates from the very earliest historic periods. The ancient Persians, Britons, and Gauls rendered



ANCIENT ROMAN STATE CHARIOT.

them doubly destructive and formidable by attaching long hooks or scythes to the hubs. In battle the warriors of the highest rank fought with bow and arrow or javelin from their chariots, sometimes descending, in close combat, to engage in hand-to-hand fight with swords.

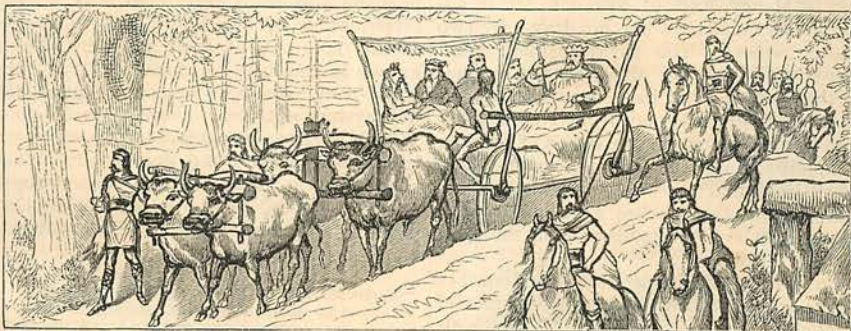
Owing to the absence of roads, as well as convenient means of carriage, there was no general spirit of travel in ancient times. Now and then some adventurer, athirst for knowledge, made his way into far countries, journeying on foot, or horseback, or by sea, and taking years for an expedition which can now be made with comfort and safety in a few weeks. There was less travel in Europe than in the East, where the camel furnished a convenient means of transportation, and where the great treeless wastes of country offered fewer obstacles than the forest-grown regions of the West. But all over the earth soldiers and merchants were the only classes of men who saw much of the world beyond their native villages and cities. The great mass of people lived and died in the place where they were born. Beyond their native precincts the world was an unknown region, whence now and then an adventurous man returned with marvelous stories of the wonders he had seen and heard. People staid at home because the means of travel were confined to the very wealthy, outside of the two classes just mentioned. For many centuries there was very little improvement in modes of conveyance. Even the luxurious and self-indulgent "Rois Fainéants," or Lazy Kings, of France, who flourished in the seventh century of our era—those mere phantoms of royalty, who passed their lives in sensual pleasures while the affairs of state were administered by others—were accustomed to make



ROMAN WAR CHARIOT.

their journeys from place to place in excarts of the rudest description, resembling a common country hay wagon of our time. The place of springs was supplied by a liberal provision of cushions, which saved the royal good-for-nothing's sides from bumps and bruises as the huge wagon thumped and jolted over stones, stumps, and mud-holes. Under any circumstances it must have been a very uncomfortable method of traveling.

Up to the middle of the sixteenth century the most common mode of traveling was on horseback, with carriers, and heavy goods were conveyed by means of pack-horses. In Shakspeare's *Henry IV.*, Act II., Scene I., two carriers appear in the inn yard at Rochester. One has a gammon of bacon and two rases of ginger, to be delivered as far as Charing Cross; the turkeys in the pannier of the other are quite starved. We see that people traveled in companies, from one of the carriers saying: "Come, neighbor Mugs, we'll call up the gentlemen; they will along with company, for they have great charge;" and that they were on horseback is shown by Gadshill bidding the hostler bring his gelding out of the stable, and one of the travelers saying, "The boy shall lead our horses down



CHARIOT OF THE "ROIS FAINÉANTS."

the hill: we'll walk afoot a while, and ease our legs." Journeys on foot were rare, even at that time, owing to the insecurity of the roads, although in the Middle Ages pedestrians on religious pilgrimages were protected by the sacredness of their purpose.

It is not positively known when coaches were first brought into use, nor what country can justly claim the honor of their invention. Carriages resembling the old English post-chaise, drawn by two horses, upon one of which the driver sits, are represented in ancient paintings at Herculaneum; but the origin of the coach is sometimes attributed to an inventor of the town of Kotzi, near Presburg, in Hungary, whence also its name is sometimes derived. But carriages of several kinds, as we have already seen, were in use in very early ages. Covered carts, and hammocks hung between four wheels, and horse-litters were the most ancient mode of conveyance. The Anglo-Saxons made use of a hammock carriage for great personages, which must have been far superior in point of comfort to the boxes on wheels mentioned in the earlier part of this article. We learn from a work on "Domestic Life in England" that as early as the reign of Henry III. coaches were used in that country. In 1253 William, third Earl of Derby, died of a bruise "taken with a fall out of his coach." During Wat Tyler's insurrection, in 1380, Richard II., "being threatened by the rebels of Kent, rode from the Tower of London to the Miles End, and with him his mother, because she was sick and weak, in a whirlecote"—which is supposed to have been a sort of covered carriage. "Chariots covered, with ladies therein," followed the litter in which Queen Catherine was borne to her coronation with Henry VIII.

Coaches came into general use in England earlier than on the continent of Europe. Queen Elizabeth's state carriage was the first vehicle which was designated by that name in the island. In 1588 the queen rode from Somerset House to Paul's Cross, to return thanks after the destruction of the Spanish Armada, in a coach presented to her by Henry, Earl of Arundel. It is described as "a chariot throne, drawn by two white horses." The royal fashion found many imitators; and although the coaches of that period must have been clumsy and uncomfortable, they multiplied so rapidly that Dekker, satirizing the follies of his day, complains that "the wife of every citizen must be jolted" now—a very expressive phrase, since the coaches were made without springs, and the roads were of the most primitive kind.

But long after the introduction of coaches it was considered effeminate and disgraceful for men to use them. Queen Elizabeth always preferred to make her journeys on

horseback, and even in old age and sickness took reluctantly to her coach. "In Sir Philip Sidney's time," says Aubrey, "so famous for men at armes, it was then held to be as great a disgrace for a young gentleman to be seen riding in the street in a coach as it would now for such a one to be seen in the street in a petticoat and waistcoat; so much is the fashion of the times altered." Like most other improvements, coaches were vehemently attacked, on the ground that they promoted effeminate luxury. Taylor, the water-poet, declares "that housekeeping never decayed till coaches came into England;" and much later, in 1672, a Mr. John Cresset wrote a pamphlet urging the abolition of the stage-coaches between London and the interior. Among other grave reasons for their suppression, he urged that "such stage-coaches make gentlemen come to London on every small occasion, which otherwise they would not do but upon urgent necessity; nay, the convenience of the passage makes their wives often come up, who, rather than come such long journeys upon horseback, would stay at home. Then, when they come to town, they must presently be in the mode, get fine clothes, go to plays and treats, and by these means get such a habit of idleness and love of pleasure as make them uneasy ever after."

We are told also that the shop-keepers complained bitterly that they were ruined by the coaches. "Formerly," they said, "when ladies and gentlemen walked in the streets, there was a chance of obtaining customers to inspect and purchase our commodities; but now they whisk past in the coaches before our apprentices have time to cry out, 'What d'ye lack?'" Another complaint was, that in former times the tradesmen in the principal streets earned as much as their rents by letting out their upper apartments to members of Parliament and country gentlemen visiting London on pleasure or business, until the noise made by the coaches drove the profitable lodgers to less frequented streets. Another class of men was scarcely less bitter against the new mode of locomotion—the boatmen on the Thames, whose business was sadly interfered with by the introduction of the more convenient vehicles; and one of their number, who is known in English literature as "Taylor, the water-poet," wrote an invective against the new system, entitled "The World runs upon Wheels." In this composition he vigorously attacks coaches, and enumerates, in his peculiar style, all the disadvantages caused by their general introduction. In another publication, called "The Thief," he thus inveighs against them:

"Carroches, coaches, jades, and Flanders mares
Do rob us of our shares, our wares, our fares:
Against the ground we stand and knock our heels,
While all our profit runs away on wheels."



FRENCH HUNTING CHARIOT OF THE REIGN OF LOUIS XIII.

But public convenience triumphed over private interests, and in spite of shop-keepers and watermen coaches multiplied yearly in the streets of London and other English cities, and the senseless opposition died out.

The early coaches were models of clumsiness, and even so late as the reign of Charles II. the improvements consisted mainly in the elegance of the trappings, the structure of the coach being still rude and cumbersome. The grotesque appearance of a state coach of this period is admirably hit off by Scott in "Old Mortality." "The lord-lieutenant of the county, a personage of ducal rank, alone pretended to the magnificence of a wheel-carriage, a thing covered with tarnished gilding and sculpture, in shape like the vulgar pictures of Noah's ark, dragged by eight long-tailed Flanders mares, carrying eight insides and six outsides. The insides were their Graces in person; two maids of honor; two children; a chaplain stuffed into a sort of lateral recess formed by a projection at the door of the vehicle, and called, from its appearance, the boot; and an equerry to his Grace ensconced in a corresponding contrivance on the opposite side. A coachman and three postilions, who wore short swords and tie-wigs with three tails, had blunderbusses slung behind them, and pistols at their saddle-bow, conducted the equipage; and on the foot-board, behind this moving mansion-house, stood, or rather hung, in triple pile, six lackeys in rich liveries armed up to the teeth."

At the time of which Sir Walter was writing wealthy noblemen traveled in great state, with a long retinue of servants and trumpeters in advance to announce their approach. On state occasions javelin men were employed, in addition to the servants and trumpeters, for greater dignity as well as security. Thus we read that John Evelyn, when sheriff of Surrey and Sussex, attended the judges with one hundred and sixteen servants in green satin doublets and cloth

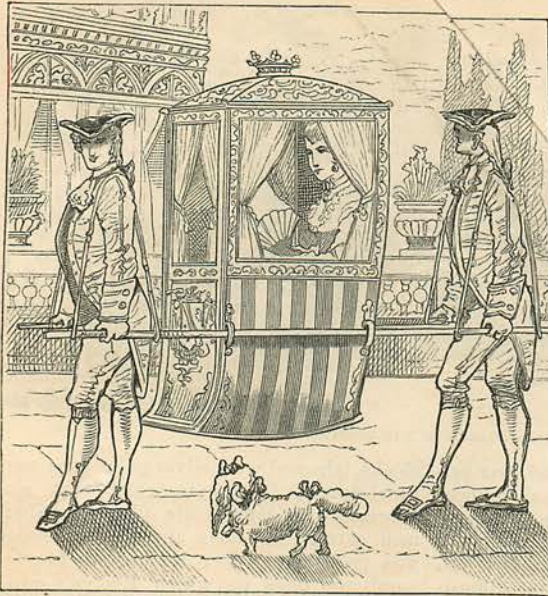
cloaks, trimmed with silver galloon, as were the brims of their hats, which were also adorned with long white plumes. These men carried javelins; and the procession was preceded by two trumpeters bearing handsome flags on which Evelyn's arms were gorgeously emblazoned. Besides these hired retainers, Evelyn was attended by thirty gentlemen, to whom he was related, all clad in the same colors. Even at the present time, when the usual state of the English county sheriff consists of a handsome carriage and half a dozen liveried servants, the old pageantry is still maintained by such incumbents of the office as have a love for the ancient splendor and display. Charles Reade alludes to this in the closing chapter of "Put Yourself in his Place." Guy Raby, an aristocratic squire, who holds strenuously to old notions and observances, has received the appointment of county sheriff; and when the assizes come on, he meets "the judges with great pomp. This pleased the Chief Justice: he had felt a little nervous; Raby's predecessor had met him in a carriage and pair, with no outriders, and he had felt it his duty to fine the said sheriff £100 for so disrespecting the crown in his person.

"So now, alluding to this, he said, 'Mr. Sheriff, I am glad to find you hold by old customs, and do not grudge outward observances to the queen's justices.'

"'My lord,' said the sheriff, 'I can hardly show enough respect to justice and learning when they visit me in the name of my sovereign.'

"'That is very well said, Mr. Sheriff,' said my lord."

Improvement in coaches for state and private purposes was still slower in France and Germany than in England. So late as 1850 an English gentleman writes as follows of what he saw among the farmers of Normandy, whom he was visiting with M. Alexis de Tocqueville: "One farm only appeared to have a wagon. On the others the harvest



SEDAN-CHAIR, SEVENTEENTH AND EIGHTEENTH CENTURIES.

was being carried home on a sort of cradle placed on a horse's back, and supporting six sheaves on each side. Twenty years ago no other mode of conveyance was possible, for what were called roads were mere lanes, just broad enough to admit a horse and its burden. In the coach-house of the castle I saw the old family carriage. It is the body of a *vis-à-vis*, supported by four shafts extending before and behind, like a large Bath chair, only that two horses carried it instead of men."

One of the honest complaints against coaches and carriages was that they promoted effeminacy. Before their introduction men and women, unless invalids, made their journeys on horseback and delighted in the chase. In the good old days of chivalry the high-born lady, attended by knights and pages, rode to the field with the hooded falcon on her wrist—a picture which fills the imagination of poet and painter. But what artist or poet would the hunting chariot of the reign of Louis XIII. inspire to paint or sing? Could any thing be imagined more grotesquely prosaic?

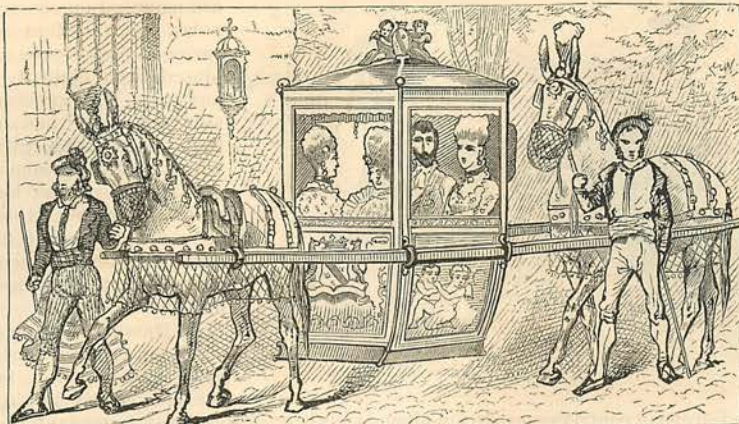
Nearly contemporaneous with the introduction of hackney-coaches into England was that of the sedan-chair, by Sir Sanders Duncomb, in 1634. Sir Sanders, who had seen the vehicle abroad, obtained a patent for it in his own country, and prepared forty or fifty specimens for public use. Previous to this general introduction a contrivance of this kind had been used by the favorite Buckingham, to the great disgust of his countrymen, who indignantly averred that he was employing his fellow-creatures to do

the work of beasts. As soon, however, as this convenient means of locomotion was placed within reach of the public, they cheerfully forgot their aversion to the servile employment of their fellow-creatures, and the sedan-chair came into popular use. In the first three-quarters of the eighteenth century, says the editor of the "Book of Days," when the style of dress was highly refined, and the slightest arrangement to the hair of either lady or gentleman was faulted, the sedan was in high favor in all European countries. Then was the exquisite fop, with his elegant silk clothes, nicely arranged toupee, and ample curls, as fain to take advantage of this luxurious carriage as any of the gentler (it would be incorrect to say softer) sex. The nobility and wealthy members of the middle class

were accustomed to keep their own sedans, which were frequently of very elegant shape, and beautifully ornamented with carved or painted decorations. It must have been a fine spectacle when a train of these splendid sedans, filled with exquisitely dressed ladies and gentlemen, and attended by linkboys with flaming torches, passed at evening through the streets of London, Paris, or Madrid to some magnificent entertainment. When the party had alighted and vanished within-doors, the linkboys thrust their flambeaux into the large extinguishers which were placed beside the doors of the aristocratic mansions of that period, and withdrew to the nearest ale-house to wait until their services were required for the return home.



SEDAN-CHAIR ON WHEELS.



SPANISH MULE CHAIR.

During the reign of Louis XIII. a modification of the sedan-chair was very popular among the ladies and fops of Paris. It was hung between two wheels, and drawn by a man. The door and steps were in front. In Spain the chair was made large enough to carry a party of four, and was borne by two gayly caparisoned mules, one before and one behind, as shown in our illustration. The detestable condition of the roads in Spain rendered this a much more comfortable means of going from place to place than the wheeled vehicles, and, if the writer is not mistaken, it is still to be met with in some parts of that country. The shafts on which it was slung being long and springy, the motion, even over the roughest roads, was easy and unfatiguing.

Owing to the general introduction of the more convenient hackney-coach, the sedan-chair gradually fell into disuse in London and other English cities, when, at the commencement of the present century, the sight of one was a rarity; but in Edinburgh they kept their hold upon public favor some time longer. In the steep streets and narrow

lanes of the Scottish capital the sedan was found to be a more convenient mode of conveyance than the coach, and until long past the middle of the last century that city could boast of more sedans than carriages, and it was many years later before they were entirely driven out. These were for the most part in the hands of Highlanders, whose picturesque costume and uncouth jargon were the admiration and amusement of all strangers, as their constitutional irritability was frequently the occasion of much wrangling and confusion at the doors of inns and theatres.

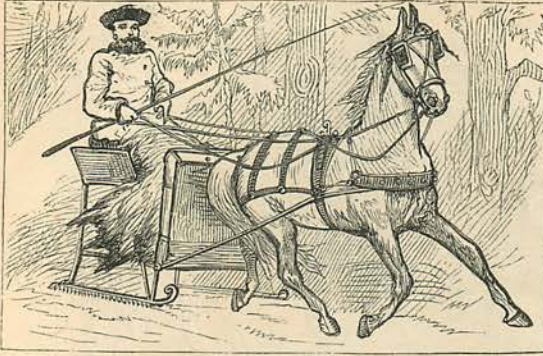
In China and India the palanquin, a sort of sedan-chair, still maintains its popularity as a safe, easy, and convenient mode of travel; indeed, in all Eastern countries, where the science of road-building has made but little progress except in the vicinity of the larger cities, the use of wheeled vehicles is out of the question, and the palanquin, the howdah, and the saddle furnish the only means of journeying from place to place; and many years, perhaps generations, must elapse before these modes are superseded by



THE PALANQUIN.



THE HOWDAH.



RUSSIAN SLEDGE.

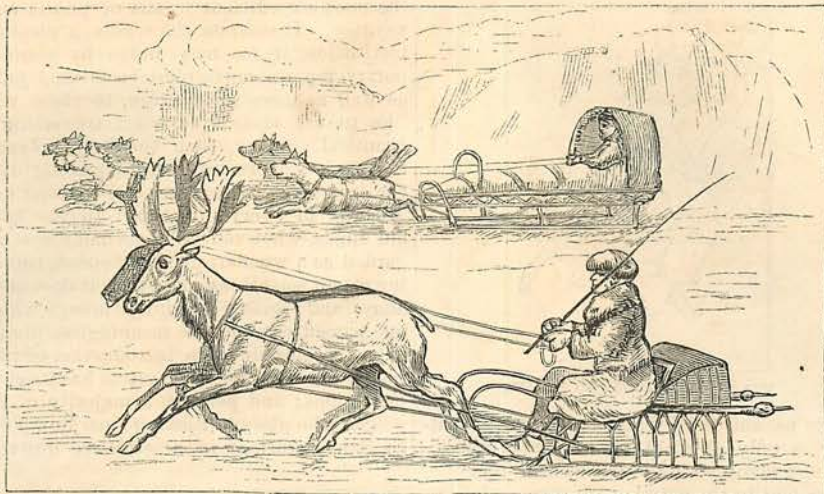
modern European contrivances, except along those great highways of travel and traffic where European enterprise and capital have forced the construction of railroads. In the Japanese towns a contrivance very similar to the sedan-chair, on wheels, but ruder and more clumsy in construction, takes the place of the "hack" in European and American cities. It is drawn by a man harnessed between shafts, and is called by the euphonious name of "jin riki sha."

In no civilized country of the present day are the modes of travel more primitive or exasperating than in Russia. Her railway system is still comparatively undeveloped; and whenever the traveler leaves the iron highways, he is subjected to inconveniences and discomforts from which other countries have been free for several generations. In Germany and Switzerland the roomy and comfortable "stellwagen" affords a pleasant mode of traversing the rural districts to those whose means do not permit them to travel by private post; but in Russia, and especially in the Siberian provinces of that vast empire, nothing of the kind is to be found. There the unfortunate traveler is bundled into a rude four-wheeled vehicle, called a "telyaga," seven or eight feet long, and just wide enough to seat two persons. The baggage is laid on the bottom of the wagon, and covered with blankets and furs to smooth out inequalities. Upon this the traveler sits or reclines, and surrenders himself, with the best grace he can, to the fearful discomforts of Russian roads. The "telyaga" is a public vehicle, and must be changed at every post-station. To avoid the nuisance of being shifted, bag and baggage, every few hours, often in the night-time, and in drenching rain or blinding snow storm, travelers sometimes purchase a private conveyance, called a "tarantass," a vehicle on the general plan of the "telyaga," but larger and more convenient. It is furnished with a hood, like that of an American chaise, and is generally padded inside to break the force of sudden jolts and bumps. Both vehicles

are mounted on strong elastic poles, and to afford as much spring as possible the axles are placed from eight to twelve feet apart. This gives an agreeable swaying motion, like that of the "buckboard" wagon which is used in some of our own rural districts; but, even under the best conditions, travelers complain that Siberian carriages afford an unconscionable amount of torture to the mile.

In Russia, where snow lies on the ground nearly half the year, and railway facilities are comparatively slight, the sleigh or sledge is an important means of locomotion. In fact, winter is the best time for travel in that country, and merchandise and other freight are mostly transported over snow roads. Private sledges are light but of very strong make, and very rarely exhibit the grace and elegance displayed in the American sleigh. The public sledge is of a very rude and clumsy construction, but immensely strong, in order to stand the wear and tear of the horrible roads. Of the traveling sleds there are several kinds, the best of them being the *vashak* and the *kibitka*. The former is shaped something like a common hackney-coach; it is about seven feet long, varies in width according to the builder's fancy, and has a door at the sides. The driver sits in a box in front, and there is generally a sheltered place for a postilion. The *kibitka* is more like the tarantass in construction, and is open in front, which affords the advantage of flying views of the country. To an American there is something ludicrous in the clumsy construction of these vehicles; but they are adapted to the roads of the country, and withstand joltings and thumpings that would wreck a Broadway fancy "cutter" in five minutes. The author of "Traveling in Siberia" writes bitterly of the discomforts of sledge travel. He says: "At times it seemed to me as if the sleigh and every thing it contained would go to pieces in the terrible thumps we received. We descended hills as if pursued by wolves, or guilty consciences, and it was generally our fate to find a huge *oukhaba*, or cradle-hollow, just when the horses were doing their best. I think the sleigh sometimes made a clear leap of six or eight feet from the crest of a ridge to the bottom of a hollow. The leaping was not very objectionable, but the impact made every thing rattle. I could say, like the Irishman who fell from the house-top, 'Twas not the fall, darling, that hurt me, but stopping so quick at the end.'"

The teams are attached in a peculiar manner to the Russian sledges. There is one horse in the shafts, with a large hoop, from



REINDEER AND DOG SLEDGES.

which swings a bell, above his back; and on each side one or more extra horses attached to the sledge by traces only. The driver urges them to their utmost speed by blows and shouts, and they display an amount of patient endurance which is simply marvellous.

In the northern regions of Sweden and Norway, and in Lapland, the reindeer and the dog furnish almost the only means of travel through the greater portion of the year. The sledges present several modes of construction, from the runnered sledge, like those shown in our illustration, to the ruder canoe-like primitive form found chiefly in Lapland. The latter are exceedingly difficult to manage. A stranger, trying one for the first time, has hard work to keep his balance, and is generally ignominiously upset, to the great delight of the natives.

As a draught animal, its speed, endurance, and its special adaptation to traveling on snow, make the reindeer the most valuable of creatures to people in the latitudes of almost perpetual winter. The ordinary weight drawn with ease by a single reindeer is about 240 pounds; but it can travel with over 300. Its speed is very great. When put to its utmost it has been known to travel, for a short distance, at the rate of nearly 19 miles an hour; but its power of endurance is still more remarkable. It is not an unusual feat for a reindeer to perform a journey of 150 miles in 19 hours; and the portrait of one is preserved in the palace of Drottingholm, Sweden, which traversed 800 miles in 48 hours, conveying an officer with important dispatches. This was at the rate of nearly 17 miles an hour; and we are not surprised to learn that at the end of this cruel journey the poor creature dropped dead.

The arctic researches of the last few years have familiarized us with the habits and usefulness of the Esquimaux dogs, which in Labrador and Greenland are the only animals used for draught. They are hardy, bold, and strong, and will drag the native sledges for a long time at a speed of several miles an hour. The mode of attaching them is by leather traces, or thongs, fastened to a neck collar, and they are managed by the driver's whip and voice. A mongrel race of dogs is also used for draught during the winter season in the regions about Lake Superior. Like the Esquimaux dogs, they are hardy, easily managed, and strong, and bear fatigue, abuse, and hunger without losing their good temper. When the snow lies deep over wide stretches of country, they furnish the only means of transporting provisions, merchandise, and the mails; and in many parts of Canada and the Lake Superior mineral districts the inhabitants would be utterly shut off from the rest of the world during several months of the year were it not for these invaluable creatures.

Skates, used only for pastime in most countries, may be classed among important means of locomotion in Holland during the winter season, when the innumerable canals which intersect that country in every direction are frozen over. There skating is more than a pleasant accomplishment, to be indulged in on moonlight nights,

when beaux and sweethearts meet
To chase the frosty hours with flying feet,

as Byron might have written. In that eminently practical land the strapping country girls skate to market, carrying on their heads jugs of milk, baskets of eggs, or other articles for sale, or push before them a sled loaded with commodities of various kinds.



DUTCH GIRLS SKATING TO MARKET.

With us, and the French and English, skating is only pleasant amusement; and although many young ladies become very proficient in the art, there are some who prefer the more comfortable but less exhilarating ice-sled ride. No young lady of true spirit would stoop to such tame amusement.

It might, at first thought, seem rather forced to include the iron-shod "stock," or staff, of the Alpine chamois-hunter among means of locomotion; but when the important uses to which it is put during his perilous excursions are considered, its claim to be so regarded must be conceded. In many cases it becomes to its owner both bridge and vehicle, with whose assistance frightful chasms are crossed which would oppose insuperable obstacles to the hunter's unassisted steps. Almost every book of Alpine



"ALPENSTOCK."

adventure contains anecdotes which show the value of this simple implement. In his exciting chase after the chamois the hunter frequently encounters deep and wide crevasses, over which he might as well try to fly as to leap; in this emergency his long and sharply ironed staff supplies the place of wings. Planting it firmly near the edge of the chasm, he makes the flying leap in perfect safety, alighting on the other side with the sure-footedness of the animal he pursues.

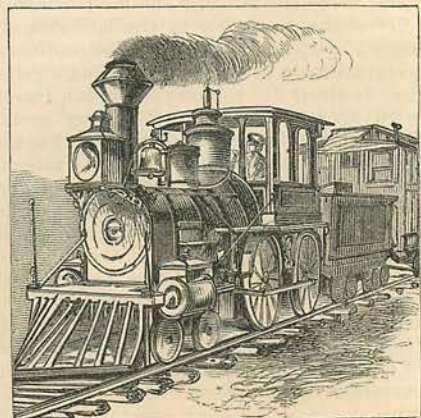
The immediate precursor of modern modes of land travel was the English mail-coach, which forty or fifty years ago afforded

the most expeditious means of public conveyance. It was, on the whole, a pleasant institution, if we may judge by contemporary reports, much more social and jolly, as well as more satisfactory, to those who like to use their eyes when traversing a beautiful country, than the "steam-cars" in which we are now whirled along over the iron roads which traverse Europe and America in every direction. In the good old times, when ten miles an hour was regarded as a wonderful rate of speed, traveling meant something more than it does nowadays, and "seeing" a country through which one passed was not the meaningless phrase it has become since the introduction of railroads. Still the modern system has its compensations; and perhaps a majority of the people who glory in rushing from New York to San Francisco in a week see quite as



ICE-SLED.

much as they would if they took six months for the trip. It makes all the difference in the world whether you see with the eyes of a Ruskin or with those of a — (let the millions who are not Ruskins finish the sentence to their own taste). Thousands of people travel through strange and inter-



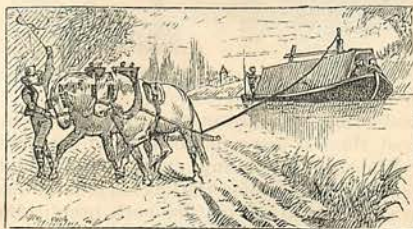
A RAILROAD TRAIN.



UNDER FULL SAIL.

esting countries every year, who, for all the good it does them, might just as well be shot round the world through a pneumatic dispatch tube, or, like Don Quixote, sit blindfolded on a wooden horse and be told that they are passing through regions of glorious scenery. Not that railroads, steam-ships, and other modes of rapid travel are to be condemned. They came at the call of civilization; and although the beautiful ships gradually give place to the less sightly but more profitable steamer—although our river steamboats every year present further departures from all that is noble and distinctive in naval architecture, it must be remembered that all these innovations are made in the interest of the great mass of the human family. They not only make travel cheaper, and increase the facilities for the transportation of merchandise, but carry the advantages of civilization to regions where they might not otherwise penetrate for generations to come. Utopians who, like Ruskin, sigh for the good old times, who believe in a golden age of the past but not in one of the future, waste their breath in a vain cause. The world will never turn its

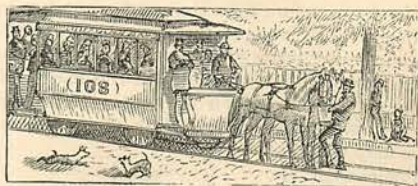
back on steam, unless some still more potent motive power be discovered. Ever since the world was made, man has sought by artificial methods to supplement his natural means of locomotion. He tamed the horse, the camel, the elephant; he invented litters, wagons, boats, ships; and every age has witnessed some improvement in the ways and modes of travel and transportation. No period of the world's history has witnessed greater improvements than the last thirty years. Many of our readers can remember when the stage-coach and the canal packet-boat were the principal means of travel throughout the United States; but probably a great majority of them never saw ei-



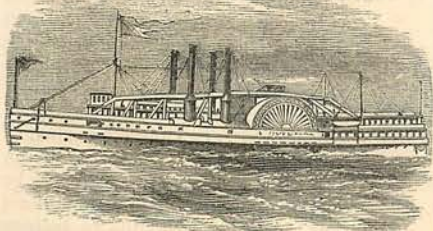
CANAL-BOAT.

ther coach or canal-boat, and know them only by tradition or prints in school-books.

There is now scarcely a city in America without that great public convenience, the street railroad. Railroads were long used in England with horse-power only, chiefly for the transportation of coal and other heavy freight; this method of working them has been generally abandoned in that country; but in the United States their peculiar adaptation to city travel was early perceived, and they have nearly driven out the old-fashioned omnibus, except in thoroughfares where the rails would offer such obstructions to business as to make their introduction impracticable. New York city

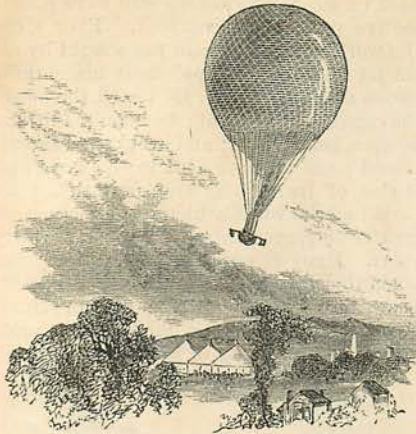


STREET CAR.



AMERICAN RIVER STEAMBOAT.

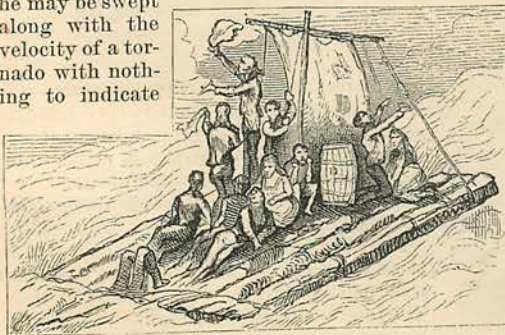
has more than a dozen lines of street railways, on which more than twelve hundred cars are run day and night; and a great part of its prosperity and growth is attributable to them. From its peculiar formation a very large proportion of the people doing business in New York are obliged to live miles away from their places of employment, and these lines enable them to go to and from their business with but little loss of time. The inconvenience of the rails in the streets has proved an obstacle to their general in-



AERIAL NAVIGATION.

roduction into European cities, where, indeed, there is less popular demand for them.

Whether the many experiments which have been made since the days of Montgolfier to make aerial navigation both practicable and safe will ever be successful is still a matter of speculation and experiment. Every year some sanguine and enthusiastic inventor brings forward a new scheme, which is "certain to succeed," but which just as certainly ends in utter failure. It would be hazardous to predict that man's inventive genius will never be able to overcome the obstacles offered by the "powers of the air;" but physical conditions are certainly against the success of such experiments, and men will probably have to be content with the present modes of annihilating time and space. During the siege of Paris balloons were used for the transmission of messengers and mails beyond the limits of the beleaguering army; but once in the air, it was a matter of chance whether they alighted among friends or enemies, on the solid ground or in the sea. No means having yet been discovered for regulating the motion of balloons, the aeronaut is completely at the mercy of the element in which he floats; and when his view of the earth is shut off by clouds, he may be swept along with the velocity of a tornado with nothing to indicate



AFLOAT ON A RAFT.

that he is not resting motionless in a perfect calm. As helpless as shipwrecked mariners drifting on a rudderless and oarless raft in the middle of the ocean, the aeronaut has no power to select his place of landing. He can select his point of departure, and can regulate the ascent and descent of his aerial machine; but until he discovers some new principles that shall give him partial control over the fluctuating tides and currents of the air, he will never be sure of arriving at a fixed destination.

Three or four years ago the velocipede threatened to create a revolution in artificial locomotion. For many months it was the rage in Europe and America. Old and young were smitten with the fever to become skillful velocipede riders, and training schools for that purpose, where machines of every variety were to be procured, were established in every city. Horseback riding was to become obsolete. The problem of rapid transit from New York to its suburbs



VELOCIPÈDE.

was to be solved by the construction of an elevated velocipede double track roadway, on which merchants, clerks, and working-people could trundle themselves back and forth. Now and then a daring and skilled velocipede rider would make his appearance in the street, threading his way between carriages, stages, trucks, and carts with marvelous dexterity. But there was something ludicrous in the spectacle, and it was also discovered that propelling the machine over pavements was harder work than riding in the cars or stages; and after a short-lived popularity the velocipede went out of fashion in this country as suddenly as it had risen into favor, and was abandoned entirely to very young America.

It were useless to speculate on the progress which may yet be made in the means of locomotion; but it seems reasonable to believe that the maximum of speed at

which travelers can be transported with safety on sea and land has been attained in our best steam-ships and lines of railway, and that the chief improvements will be in the direction of comfort and security. If we are sometimes inclined to be impatient even of our "lightning express" trains and to wish for more rapid means of travel, let us look back a hundred years or so, when the stage occupied three days between New York and Philadelphia! In 1766 some one startled the community by advertising a stage line, which was christened "The Flying-Machine," which made the trip in the unprecedented time of two days! An express made the trip between New York and Boston in seven days, which was regarded



BABY'S TRUNDLE.

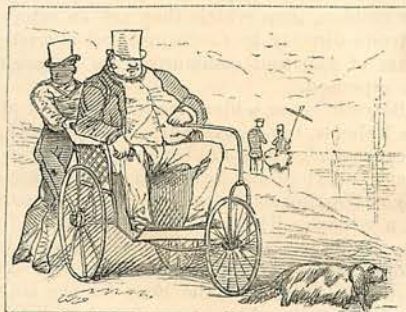
as marvelously quick time. Let those who grumble at seven days on the road between New York and San Francisco be comforted, in view of what their great-grandfathers considered rapid traveling.

One of the prettiest sights in the world for parents, and all who are fond of young humanity, is the baby's trundle, in which the little toddler learns to make use of its legs;

and our artist has very properly included this nursery machine among his illustrations.

The invalid's chair is less a feature of American watering-places than of those of Europe, and especially of England, where they are much in vogue for gouty and rheumatic old gentlemen, and for nervous old ladies, who prefer this safe, languid, and easy mode of enjoying the out-door air to riding in carriages.

It is not intended in this rather discursive article to include all the means of locomotion which have been contrived by the ingenuity



INVALID'S CHAIR.

of civilized or barbarous men, but only to indicate a few salient points of contrast between the advantages enjoyed by travelers at the present day and the cumbersome, uncomfortable modes of journeying in vogue even so late as the beginning of the present century. Much might be said, did space allow, of the higher influences of rapid means of communication—influences which outweigh all that can be said against them from a romantic point of view. They do, indeed, as Ruskin querulously complains, "make the world smaller;" but in doing so they bring the nations together, promote international amity, and hasten on the era of universal intelligence, civilization, and peace.

OUTCAST.

Was it a dream?

I walked one day down through a city's street:
The sun was shining dimly overhead,
While filth and vileness were beneath my feet,
And the houses on either side seemed red
To the bricks' core with wickedness untold:
And there were sights so drear and manifold
Of want and suffering, of wretchedness
In young and old, of hunger pitiless,
And stench foul, the very soul was sick,
And dared not harbor questions, crowding thick,
Of God's beneficence, and of His love.

And there, as through those sad'ning sights I strove,
E'en there, upon a garbage heap, I spied
A rose-bud, thrown by scornful hands aside—
A rose-bud that few days before had hung
Upon its parent tree, purest among
Its sisters sweet and fair. The dew had blessed
Its opening morn; its odors had caressed
The ambient air, and kissed the lips of those
Who bowed their lips to kiss the budding rose.
And then one said he loved it more than all,
And tore it from its stem (did I see fall
A rain-drop?), and bore it on his breast away.

Ah! how it joyed to lie there through the day,
Bright with fragrant beauty, sweetly asking
Love for its love—sure 'twas no hard tasking.
But soon, its freshness gone, it knew its fate—
Alas! how many learn it late, too late!
And he who wore it merely that it shed
Its first sweet odors circling round his head,
And with its beauty graced him as he walked,
Nor loved it for its sake alone, when balked
Of these, soon tore it from his breast away,
And, careless of its fate, left it the play
And toy of who should care a moment's space
To please him with its fleeting, fading grace.
And so 'twas soon, when festering and forlorn,
And soiled and torn, of all pure men the scorn:
This bud so fair, so sweet, so loved the while,
This withered bud, so faded, bruised, and vile,
Was thrown upon the garbage heap, to yield
Its little earth to enrich some Potter's field.

With reverent hand I took it from the pile
(I thought the heavens gave me back a smile)—
With reverent hand I brushed the filth away;
I gently pulled apart its petals fair,
And, even then, an odor faint but rare
Breathed from its inner heart and seemed to pray,
And colors bright and pure that heart disclosed—
The rose-bud even yet contained the rose!
And then I thought 'twas wafred from my hand,
And blossomed full and sweet in Heaven's own land.

Was it a dream?