

## Queer Conveyances.



ANY people who have been round the world have made a practice of writing up a diary every evening, and in these private journals, almost without exception, there will always be found remarks and comments on the various peculiar conveyances—passenger and otherwise—characteristic of each country visited. Now, many of these conveyances do not differ greatly from our own hansom cab; and, in regard to the drivers, there seems to be a family resemblance between them all over the globe. The Paris *cocher* will drive you from the Nord Station to the Madeleine, and when at length you put to him the important query, "*Combien?*" he will probably reply with equal brevity, and the air of a martyr, "*Quatre francs, cinquante*"—at least twice the proper fare.

Every traveller knows that the drivers of public vehicles in all quarters of the globe are noted, more or less, for the following characteristics: (1) Extortion on all possible occasions, and (2), an amazingly quick perception of the stranger and the "greenhorn."

Now, it occurred to the present writer that a collection of photographs of many of the most picturesque conveyances of the world would prove interesting alike to the traveller and the "stay-at-home." For this purpose he put himself in communication with Her Majesty's Consuls in various parts of the world; and as there does not exist a more courteous or more energetic body of men, he was quickly enabled to get together the unique set of photographs reproduced in this article.

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The very first illustration shows us what may virtually be termed the national conveyance of Japan, *i.e.*, the jinricksha. It will be seen that, as in many other countries, the motive power is a man—just an ordinary man. In this particular instance, however, the "locomotive" has an extraordinary uniform, if uniform it may be termed. On his head he wears an immense straw hat, somewhat like an inverted basin, and on his shoulders is seen a curious kind of cape, made of rough plaited straw.

The human "moke" is a thing that imagination boggles at—particularly the imagination of the untravelled. The coolies, however, who draw the jinrickshas in Yokohama, Kobé, Kioto, and other large Japanese cities, need no pity. They are as well up to



From a

THE JAPANESE JINRICKSHA.

[Photograph.]

their work and as used to it as any "thick-set cob" ever advertised in the *Daily Chronicle*. The specimen seen in the foregoing photograph could comfortably do his twenty miles on end with the couple in his 'ricksha. This vehicle, as one can see for oneself, is virtually a large edition of a child's go-cart. The passengers usually carry gay sunshades; but there is, besides, a movable hood somewhat like the hood of a dog-cart.

The next peculiar conveyance to be



From a]

PUBLIC CHAIR OF HONG KONG.

[Photograph.

represented is the public chair as used in Hong Kong. This is simply a kind of box made of pieces of bamboo, and slung from two long slender poles. Inside is a bamboo and cane chair, and a light awning is supported over all. This is a particularly luxurious mode of travel, because the coolies get at the extreme end of the poles, thereby reducing the jolting to an extent almost unknown in any other form of transport.

We next come to the "push-push," which is the ordinary street conveyance in Pondicherry. There are some things provided with a name which in itself is eloquently descriptive; and the push-push is one of these. The vehicle is a kind of hybrid between a park-phaeton and an invalid-carriage. The passenger himself is entirely

responsible for the steering. The two coolies expend all their energies on the propulsion of the vehicle. This is a strikingly picturesque mode of conveyance, and there is nothing quite like it anywhere else. This photograph was taken by Messrs. Bourne and Sheppard, a firm of photographers whose fame extends throughout British India.

The Pondicherry push-push has this advantage: that the stranger may steer himself wherever he pleases, instead of being passively driven by an extortionate hireling; and if his two coolies are well versed in the topography of the district, they may deliver descriptive and explanatory lectures over the passenger's shoulder.

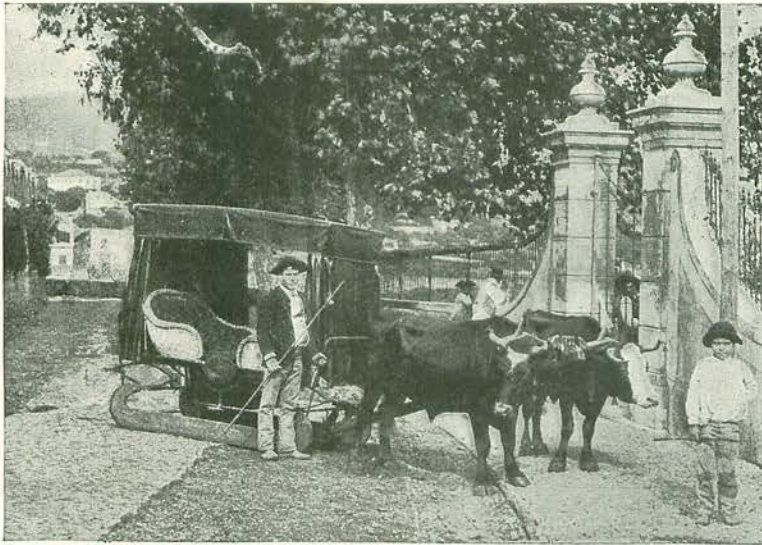
We now pass to Madeira, which is represented by two kinds of conveyances—the



From a Photo. by]

THE PONDICHERRY "PUSH-PUSH."

[Bourne &amp; Sheppard.



From a]

BULLOCK CARRO—MADEIRA.

[Photograph.

building with the two cupolas which is seen over the trees in this photograph is the Mount Road Church, at Funchal. The tourist may walk up the hill if he wishes, or go up in a bullock *carro*, similar to the one seen in the preceding photograph. The conveyance used in the descent, however, is the one here shown.

Madeira being a Portuguese island, the coinage is decidedly peculiar; and it would surely stagger even the

bullock *carro* and the running *carro*. The first of these is depicted in the accompanying reproduction. Wheeled vehicles, it should be said here, are practically unknown in the island. The bullock *carro*, which is the mode of conveyance ordinarily used on the more level roads, consists of a kind of basket-carriage body, mounted on light runners, and fitted with Cee-springs. There is an overhead canopy, besides curtains at the back and front. As a general rule, no great speed may ever be looked for where bullocks are the beasts of burden. There are, however, a hundred reasons why they are to be preferred before horses, mules, or asses in a semi-tropical and extremely hilly island like Madeira. Both of the photographs we reproduce were taken in Funchal, the beautiful capital. On the right-hand side in the first photograph is seen the entrance to one of the principal hotels.

The second photo. depicts for us the running *carro*, whose appearance at once suggests the sledge or the toboggan. The

most hardened London cabman to learn that the fare for a ride down the hill in a running *carro* is about 2,500 reis, a coin of infinitesimal value.

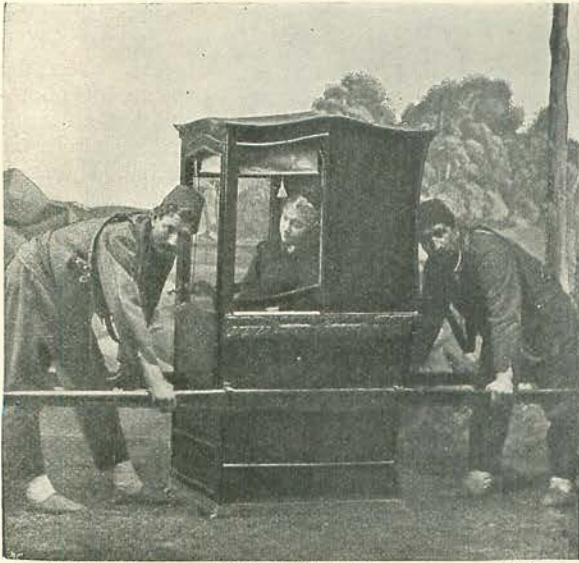
Most of the roads in Funchal are composed of cobble stones, which the iron-shod runners of the various conveyances have worn quite flat and smooth. For this reason the running *carros* come down the hills at a perfectly appalling rate, but they are steered by the



From a]

RUNNING CARRO—MADEIRA.

[Photograph.



From a Photo. by

TURKISH SEDAN-CHAIR.

[P. Sébah.]

men inside with such dexterity—even round the sharpest corners—that the passengers need have no fear.

A Turkish sedan-chair, such as is used in Constantinople, is depicted in the next illustration. This is a much weightier affair than the public chair of Hong Kong; but, then, the porters of Constantinople are far more capable of dealing with heavy weights than the Chinese coolies. The present writer once saw two Turkish porters negotiating an immense cottage piano on the Galata Bridge over the Bosphorus; and their performance was evidently considered such an ordinary matter that nobody took any notice of it. In the case of this sedan-chair, it will be noticed that the bearers grasp the poles as close to the chair itself as they possibly can. Probably they consider that this lightens the load. Anyone who stands near the arsenal at Tophané will see one after another of these sedan-chairs arrive with French or English passengers, only to be turned away

by suspicious officials. The bearers, of course, would never dream of telling the passenger that it is all but impossible to get into the arsenal. It must not be supposed, by the way, that these Turkish sedan-bearers are without any ingenious aid to assist them in longish journeys. Notice the straps depending from the men's shoulders. These straps are made fast to the poles when a "fare" is inside, and in this way the strain upon the porters' arms is very considerably lightened.

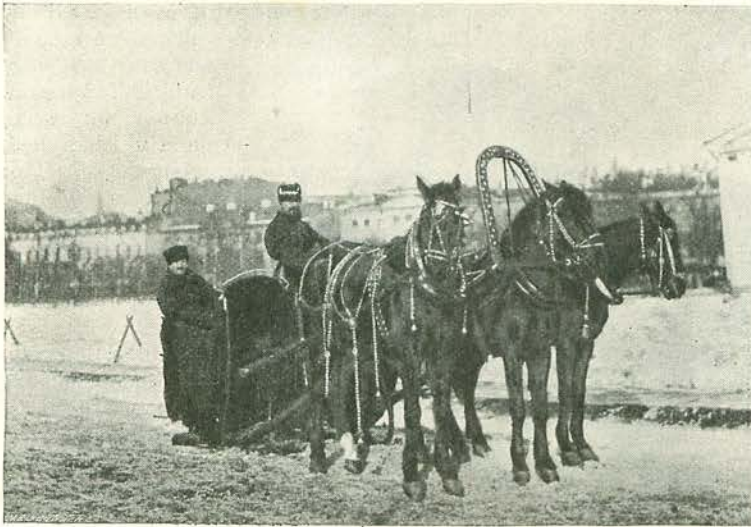
The next photograph we reproduce takes us to the Land of a Thousand Lakes—Finland. This photograph was specially taken in Helsingfors for our article. The pony, harness, and driver suggest Russia—as is but natural, seeing that Finland is one of the Muscovite Grand Duchies. The vehicle itself, however, is very like a Paris *fiacre*. There is one feature peculiar to the Finnish drosky, and that is a curious stay which stretches from the axle of the front wheel half-way up the shaft. "Cab" fares in Helsingfors are astonishingly low, but then living and everything else is very cheap all over Finland. This country, by the way, is being exploited by certain tourist agencies, and, no doubt, the time is not far distant when a trip to Abo and Helsingfors will be at least as common as a visit to Bergen or Stavanger.



From a Photo. by

DROSKY, AS USED IN FINLAND.

[Daniel Nyblin, Helsingfors.]



From a]

A RUSSIAN SLEIGH.

[Photograph.

some time, much talk about Cuba; therefore the photograph of a Havana *volante*, which we are enabled to reproduce here, will probably be considered of especial interest. We are greatly indebted for the photo. to Mr. Cecil Gosling, Her Britannic Majesty's Consul in the Cuban capital. The *volante* is a kind of dog-cart, mounted upon a pair of wheels placed very widely apart; this arrangement doubtless prevents the capsizing of the conveyance when sharp corners are being negotiated at high speed.

Next is seen a typical Russian sleigh, than which there is no more delightful conveyance in the world. This is the unanimous opinion of all who have ever glided swiftly along the ice-covered Nevski Prospekt, St. Petersburg. In summer time getting from place to place in the Russian capital is not a pleasant experience. The roads in many parts of the city are inconceivably bad, consisting mainly, apparently, of holes, hillocks, and ruts. Besides, the ordinary drosky-driver may be awarded the palm for wild and reckless driving, even over the heads of his London and Paris brethren. When winter comes, however, Nature forms beautiful roads of her own—one vast expanse of hard, smooth, frozen snow, over which the sleighs glide at very high speed, the sense of exhilaration being further heightened by the keen, pure air and the jangle of innumerable bells upon the horses' harness.

Another quarter of the world which lately came in for much attention is British Guiana,

One, two, or three horses are used, abreast or tandem, according to the nature of the country to be covered. The wealthy planter, or Spanish grandee, who lolls at his ease in the *volante* need not trouble himself about the driving, even though he holds the reins. This is always seen to by the picturesque coolie who rides the leader.



From a]

THE "VOLANTE" OF HAVANA,

[Photograph,

There has been in the past, and is yet likely to be for



From a]

CARRIAGE USED IN BRITISH GUIANA.

[Photograph.

are suggested by the photograph of a Sicilian cart which lies before us as we write, and which is here reproduced. This is a springless vehicle, drawn by an elegant donkey. Three men (who ought to know better) and seven more or less picturesque children, of various ages, are behind this same donkey—a crowd which, at first glance, causes

and we here reproduce a photograph of the national conveyance of that place. There is something about the light build of this vehicle which suggests the American trotting sulky; and, altogether, the turn-out is far more luxurious than one would expect to find in remote Georgetown. Somewhat similar conveyances are found in Limon, Caracas, and other cities throughout the Central American Republics. In all cases the sun awning and blinds form a very important part in the construction of the vehicle; but for the greater part of the year there is no earthly need for splash-boards.

It has frequently been noticed that the bigger and more powerful an animal between the shafts may be, the less likely is that animal to have a large number of passengers behind him. We have all noticed magnificent cart-horses, such as would delight the soul of Sir Walter Gilbey, drawing an empty cart containing but one man, and he their driver. We have likewise noticed diminutive costers' "mokes" coming across Waterloo Bridge with a load of humanity and vegetables that would give a plough-horse the staggers.

These reflections

one to overlook the curious and elaborate decorations on the panels of the cart. Not the cart only, but also the wheels come in for their share of decoration; even the felloes and axle are carved, so as to harmonize with the body of the cart. It is difficult to imagine anything more picturesque than a long line of these beautifully decorated carts, filled with oranges or lemons, filing slowly through the streets of Palermo or Messina.

Next is reproduced a local omnibus which plies between the suburbs of Lisbon. All things considered, this is a pretty good second, in the way of disproportionate load, to the Sicilian cart just described.

The Portuguese, and many other peoples, do not use the horse-collar in their harness, considering (and very rightly) that this dis-



From a]

A SICILIAN CART.

[Photograph.



From a

OMNIBUS USED IN SUBURBS OF LISBON.

[Photograph.

crudest home manufacture, even to the harness; and it exists to-day precisely as it existed in the days of the Mogul Emperors. This primitive cart is constructed of rough wood, bamboo, and hide; and there is, of course, the inevitable canopy, in addition to a screen at the back which prevents the fierce rays of a torrid sun from injuring the passengers' spines. The driver and his companion are as picturesque a couple as

figures the animal, especially about the shoulders. It will be seen that in the case of the local omnibus depicted in our photograph the breast-strap only is used. Stranger still, no bit is used, the rein being fastened to the strap which encircles the horse's nose. This omnibus is a good stout vehicle, not unlike our two-wheeled brewers' carts, but provided with folding steps, and some good substantial springs. The shafts, it will be noticed, are curiously short, the horse being, in fact, half-way out of them. Of course, with such a load as this, the unfortunate animal can only go at the veriest crawl.

The natives of India are exceedingly conservative in the matter of customs, and it is on this account that we find so many primitive and picturesque conveyances throughout that empire. The native Indian cart, depicted in the illustration here given, is just such a one as might be looked for in a museum of anthropology. It is apparently of the

it would be possible to find in India; and altogether the turn-out suggests an effort of an artist's imagination rather than a matter-of-fact photograph taken from life. So quaint, indeed, are many of these native vehicles, that wealthy travellers, retired Civil servants, and others have been known to actually bring them over to England from India and place them in their country houses among the ordinary curios and *bric-à-brac*.

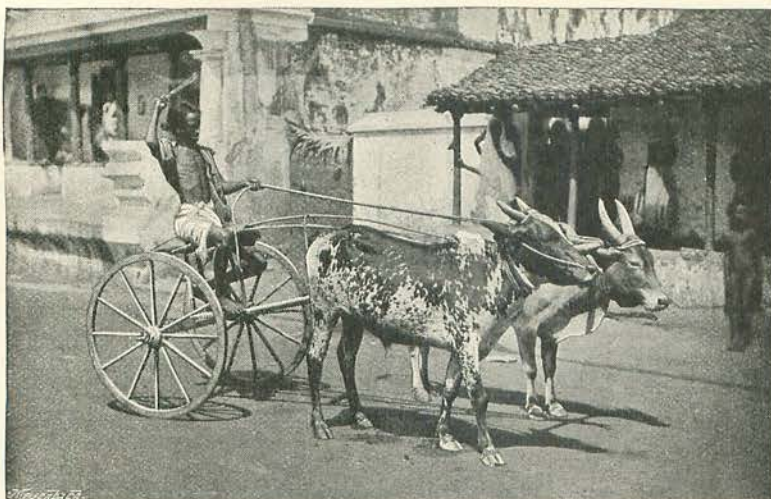
Almost every province in India has its own particular kind of conveyance, ranging



From a Photo. by]

NATIVE INDIAN CART,

[Bourne & Sheppard.



From a Photo. by]

DOUBLE BULLOCK "RAIKLA" OF MADRAS.

[Bourne &amp; Sheppard.

sion he and his bullocks are something of a menace to life and limb. At such times the man is seen balancing himself on the pole, *more* Blondin, and flogging both animals, with magnificent impartiality, into a wild gallop. Altogether the turn-out is as different as possible from the vehicle that figures in the next illustration. This may be

from the somewhat ordinary but luxurious equipage of the Lieutenant-Governor (to say nothing about the Viceroy) right down to the tiny vehicle drawn by pairs of zebus, or sacred dwarf oxen.

The peculiar vehicle which next appears is known as the double bullock raikla of Madras. The vehicle resembles nothing so much as one of those trotting-traps which were seen very frequently at Alexandra Park some years ago. That the bullocks come in for a good deal of flagellation is evident from

termed an Indian carriage and pair.

Now, this carriage at once suggests the travelling menagerie. Who has not seen those huge cages of birds and beasts, lumbering along the country roads in England? In this case, however, the "menagerie" consists mainly of the driver's womenkind and children. The bullocks, yoked together, and driven by the nose, rather resemble those immense sleepy brutes one sees in the streets of Lucerne. As a rule, they are capable of little more



From a Photo. by]

AN INDIAN CARRIAGE AND PAIR.

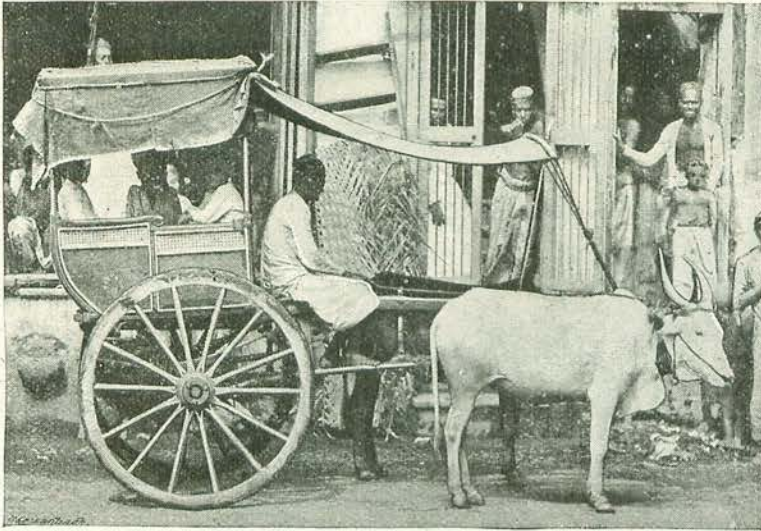
[Bourne &amp; Sheppard.

the general demeanour of the driver; and it will be seen that the off-side animal has part of the rein passing through his nose. This same raikla is a good deal faster than the average bullock-cart one sees on the Continent of Europe; in fact, the driver of the raikla is very frequently used as a kind of express messenger, on which occa-

tion than a steady walk. All round the caravan shown in the illustration are sun-blinds, which are let down in the heat of the day, but may be drawn up when required.

Yet another raikla or native Indian cart is shown in the photograph next reproduced. A very different breed of oxen is now seen; and a notable feature of this cart is the





*From a Photo. by*

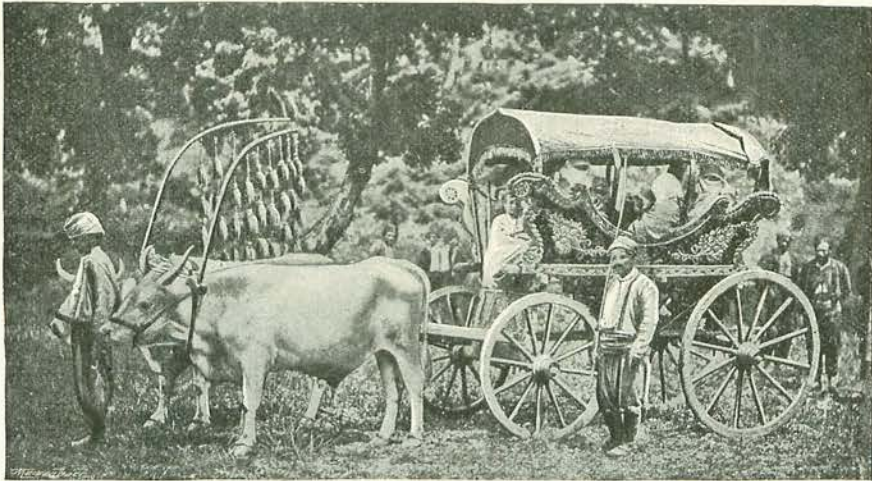
ANOTHER INDIAN BULLOCK CART.

*[Bourne & Sheppard.]*

ing a number of veiled women to the cemetery in one of the country districts. The high body of the carriage is mounted upon four rough wheels, after the manner of our own springless timber waggons. Furthermore, it will be noticed that the vehicle is not driven, but merely led by a young Turk. The absence of reins will immediately be detected by the observant. Practically,

shelter provided for the driver against the sun. It will also be seen that this is a passenger-cart, a fact demonstrated by the presence of springs. The oxen in this instance can trot at a respectable pace, but are seldom called upon to do so, for the excellent reason that the roads are not exactly

this very picturesque carriage may be termed a Turkish mourning carriage; notice the black panels with their foliated decorations, and the extraordinary number of tassels suspended over the backs of the bullocks. The doleful Turk walking beside the carriage might well pass for one of the mutes.



*From a*

MOURNING CARRIAGE USED IN COUNTRY PARTS OF TURKEY.

*[Photograph.]*

like Regent Street or the Champs Elysées, nor is the internal economy of the cart such as would find favour in Long Acre. In other words, the passengers would be jolted intolerably were the oxen called upon to break into a gallop.

A truly gorgeous equipage next bursts upon our sight. This is a Turkish bullock-cart of a highly ornate description, and it is convey-

A decidedly peculiar and striking equipage is the Indian camel-carriage shown in our next reproduction. The carriage itself is a quaint kind of brougham, which, one imagines, is exceedingly dark inside. The utility of the footman behind is not particularly obvious; but one is utterly at a loss to know why there should be a coachman mounted on the box, when



From a Photo. by]

A CAMEL-BROUGHAM.

[Bourne &amp; Sheppard.

which forms a worthy conclusion to this article? Cut off the four camels and their lifeguardsmen-like postilions, and you have a vehicle resembling the ordinary covered *char-à-bancs* that ply between Camberwell and Epping Forest. The venerable gentleman who stands at the camels' heads, and the attendant at the side of the carriage —(who suggests one of the Queen's

each camel has a driver of its own, who looks as if he would stand no nonsense from the most "cussèd" beast in creation. This conveyance, of course, makes excellent speed, and maintains it for very long distances. The harness is certainly a little bit involved and complex; and altogether one marvels that the British "Raj." should not be able to procure a more likely vehicle than this to take him round the country.

But if the camel-brougham is an imposing vehicle, what shall be said of the State carriage of the Begum of Bhopal,

Highland attendants)—these lend a distinctive air to the equipage, and add materially to the imposing effect produced by the four immense camels and their outriders. Many Indian officials will doubtless remember this carriage, which was probably sent to meet them at the nearest railway station on the occasion of their visit to the Begum. Certainly one of the most extraordinary sights conceivable is this *char-à-bancs*, as it sweeps along the dusty roads at ten miles an hour, each driver or postilion having his hands exceedingly full with the management of his own particular camel.



From a Photo. by]

STATE CARRIAGE OF THE BEGUM OF BHOPAL.

[Lala Deen Dyal, Indore.