CARRIAGES ARE OLD AS HUMAN LAZINESS

Looking for Something Easier Than Walking, Man Evolved a Cart.

THE ANCIENT TAXI CABS

Called Vehiculae Meritoriae in Roman Times, but It Amounted to the Same Thing.

Just how long the human leg supplied man with the means of conveying himself from point to point is not known. But it seems a reasonable proposition that man, always seeking for some way to economize on effort, soon got to thinking about lightening his travels by relieving his legs. He then probably took to perambulating by water, sitting astride of a log with bark not too rough and kicking his feet to make it go. The desire for comfort then, likely as not, led him to fix up something which would combine ease with a further saving of propulsive energy. And he conceived the dugout. This was a great an improvement over the log that he set to work again—not at once, of course, but after he had turned the thing over in his mind for generations perhaps—and produced the canoe. This last was the high water mark of primitive man and was not obliterated until the rising tide of civilization, swelling up through the centuries, produced something better.

Having observed how easy it was to travel on water by having something under him besides his legs, something which would save his legs in fact, these pioneers of transportation turned their attention to achieving similar triumphs on land. First he mounted to the camel's back and found even the jerky gait of that living watershed better than walking. Familiarity with other beasts of the jungle overcoming his natural fear of appearances, he then bestrode the elephant and finally the wild horse of the plains.

It was at about this time that the development of the vehicle began. First came the sledge, which was made by cutting down a tree with two forking branches conveniently placed, the trunk of the tree being secured to the motive power, the two branches trailing behind along the ground. This did very well and bore all that the traffic demanded. A gradual development of the forked tree sledge resulted in the designing of a better mode of conveyance and one capable of bearing a heavier load with the same amount of propelling force, the funeral car of the Egyptians. This came into being as a sledge, sliding along on runners, without wheels. At first hauled by slaves, the partial conquest of the lower animals suggested the desirability of using those adapted in shape and disposition to the purpose instead of the slaves. This was done and became so successful a combination that the sledge continued in use and is found to-day in the Madeira Islands, where it is furnished with luxurious upholstering and cushions. It makes a very comfortable conveyance, although a slow and tedious one.

When the sledge was mounted on rollers made of logs the second great stage in transportation development was entered, for here was the beginning of the axle and wheel. The most primitive form of wheel was the simple roller made from a tree trunk. By trimming down the middle portion of the cylinder in such a manner as to leave the centre of the trunk as a rotating axle the combined wheel and axle was arrived at. This principle is in use at the present time for car wheels, flywheels, &c.

The next step was the substitution for the wheels and axle, made all of one piece, of two short separate sections of tree trunks attached to an axle, which rotated with them. This led later on to the big improvement which was accomplished when the axle was rigidly attached to the vehicle and only the wheels revolved. When this point had been reached the development of the wheel began. So far they had been merely sections of tree trunks or other short and broad cylinders of wood, and some were made of stone.

A representative of the wheel of this period is found in Mexico, used on the crude carts in the remote districts. These carts are similar to some brought over by the Spaniards, and many of the original type are still used in Spain, where they have been handed down from generation to generation with but few changes. The wheels of the Mexican variety are larger than could be obtained from a single section of tree trunk, but are more or less nearly as solid and heavy. Art enters into the making of such a wheel, however, for on the skill of the maker in combining the parts depend the lightness and strength of the product.

The wheel consists of three pieces fastened together with wooden pins and manufactured generally by the use of only three tools. These are the axe, the machete and the burning iron. The main piece is a section of tree trunk two or three feet in diameter and of a length corresponding to the diameter of the finished wheel, which is usually about five feet. Having hewn this section down to a thickness of something less than a foot the manufacturer penetrates its centre with a rude eye or hub chopped out with the axe and finished with the machete.

The width of this slot is then increased to the diameter required by the axle by attaching segments, one on each side, by means of wooden pins driven into holes made by the burning iron. Sometimes these side pieces are solid, but more frequently they are curved pieces hewn from natural crooks, the curved pieces or felloes in this case being some six inches square and attached at either end by one or two wooden pins.

The chief interest derived from this old Mexican cart is the fact that it is practically aboriginal in design, though advanced in the use of metal in its manufacture, and also in that it is designed for use by means of imported draught animals.

During the ancient Greek civilization the question of the relationship of the wheel to the axle was earnestly debated. Aristotle threw the weight of his influence and the authority of his opinion, writing about 340 B. C., on the side of the solid wheel and axle revolving together. He claimed that this method of putting rollers under things was vastly better than having a fixed axle and revolving wheels. It does possess advantages for some purposes, such as we mentioned with regard to railways.

The practice of letting out vehicles for hire is of a quite respectable age. The Roman biographer and historian Suetonius mentions the custom as being a very general one in his day, which was about 150 A. D. Suetonius in his writings refers to these hired vehicles under the name of the rheda, the rhedam eritoria and the vehiculæ meritoriæ. The two last named conveyances were on the order of the hackney coach, opened and closed.

In the Middle Ages the art of vehicle construction declined. The first glimmer of dawn in the carriage making industry came along about 1280 probably because it is said that in that year Charles of Anjou, King of Naples and Sicily and brother of Louis IX. of France, accompanied by his Queen, entered Naples in a small but wonderfully decorated vehicle.

By about the beginning of the fifteenth century very marked improvements were begun in the making of carriages. In 1474 Emperor Frederick III. of Germany and of the Holy Roman Empire attended the council at Frankfort in a closely draped carriage, and in the following year he drove up in a magnificent open carriage with a canopy top. It is recorded that there were only three coaches in Paris in 1550. One of these belonged to the Queen, another to Diana of Poitiers, a mistress of Henry II., and noted for the influence at court, and the third was her property of René de Laval, a nobleman whose vast physical growth precluded the possibility of his getting aboard a horse.

The number of hackney coaches increased from 700 in 1694 to 800 in 1715. Notwithstanding the competition of the sedan chair, the hackney coach held its own and finally grew in importance until about 1820, when the cabriolet de place, shortened into cab, supplanted it.

In feudal times the lords of the land took mightily to the carriage, supplying themselves with luxuriously equipped conveyances, each trying to outdo the other in the rivalry that sprang up throughout the land to see who could sport the most magnificent equipage. This naturally greatly stimulated the carriage building trade and a number of very fine vehicles were constructed. The consort of Emperor Matthias had one built for her own use in 1611 which was covered with perfumed leather. Another was given to the bride of Emperor Leopold as a wedding present that was worth, harness included, about $10,000.

At about this period wheeled vehicles got to be so numerous in England that a bill was introduced in Parliament with the object of restraining "the excessive use of coaches," but the bill was rejected on second reading. A century later, or in 1794, our own Congress imposed a tax upon carriages on the ground that they were simply articles of luxury. The tax gatherers found in the city of Philadelphia thirty-three coaches, a hundred and fifty-seven "coachees," thirty-five chariots, twenty-two phætons, eight light wagons and 520 chairs and sulkies.

Probably the only real check which carriage building received was when Ann, wife of Richard II., showed the ladies of the court how gracefully she could ride on a side saddle, thus causing a slump, for certain purposes, in the use of "chares, cars, chariots, caroaches and whirlicotes." Charles X. of France, on the other hand, did much to encourage the vehicle building industry.

Fifty years ago carriages and wagons were made almost entirely by hand in small shops employing from six to twenty men. The only labor saving machinery then employed was the lathe. There were very few carriages in the country then and the farmers' wagons were made in the village shop, often having wooden axles. The chaise, as the pleasure carriage was called, was the luxury of the wealthy. The development of the factory system in this business has so reduced the price that $50 will buy a better carriage to-day than could then be made by hand for $150.

HOSPITALS FOR BOATS.

Dry Docks Have Been Built at Sanatoria to Damaged Vessels.

The ancients used to beach their vessels at high tide, the ebb leaving them dry on the sand thereby facilitating their loading and unloading of freight or permitting of repairs and alterations. Now mighty docks are provided which take no stock of tide or time, with suitable appliances in sheltered sites in order to discharge and take in cargoes conveniently and expeditiously.

The growth of docking facilities follows the growth of the modern steamship. In the early part of the last century, when sailing vessels carried all the world's cargoes, it was merely sufficient to provide a small quay built out from the land, a matter of a few piles driven into the sand at low, where ships could warp at high tide and discharge cargo. Even in great shipbuilding centres the windjammers were docked for repairs in the same mode adopted by ancients.

The earliest dry dock was evolved out of the high and low tide idea of the ancient mariners and ship builders. A square basin was provided into which the ship could pass at high tide through a lock and then as the tide ebbed, the vessel was left dry in the basin. The lock gates were closed to prevent the ingress of water. The same principle is employed to-day with the exception that vessels entering into docks can do so at high or low tides through locks. The water in the lock is then pumped out and the ship stayed with wooden beams.

Provisions have to be made at ports for repairing vessels. The simplest arrangement is a timber contrivance on which the vessel settles with the falling tide and can then be inspected and repaired till the tide floats it again. Inclined slipways are sometimes used up which a small ship resting in a cradle on wheels can be drawn out of the water. "A graving dock" consists of an enclosure surrounded by side walls and paved at the bottom with a thick floor slopin gslightly from the centre to drains along the side. Its entrance is just wide enough to admit a vessel of the greatest beam and deep enough to receive a vessell of th greatest draught. Thes edry docks are constructed of masonry, brickwork or concrete orformerly as has been done in this country of timber. Keep blocks are laid along the centre line of the dock for the vessel to rest on when the water is pumped out and the vessel is further suported on each side by timber shores supported on the steps or "altars" of the side walls. Steps are provided at convenient places at the sides to give access for men and materials at the bottom of the dock.

The largest dry dock in the world is situated at the Harland and Woolf shipbuilding yard at Belfast, Ireland, with a port of Liverpool holding pride of second place with a graving dock in which the Cunard flyers are cleaned and repaired. A new dry dock will shortly be built at Quebec, Canada, which will be the largest in the world, and capable of accommodating vessels of over a thousand feet in length.

In places where the is no site available for a dry dock, or the ground is very treacherous, floating dry docks built originally of wood, but now of steel and iron, have to be resorted to. The first large floating dry dock was that of Bermuda, to where it was towed acros sthe Atlantic in 1869, but the new dock launched ten years ago and now in place near the island is a notable example of the floating dock. This dock is 545 by 100 feet. Water is admitted into pontoon at the bottom to sink the dock sufficiently for vessels to enter and then it is pumped out of the pontoon compartments till the vessel is raised out of water. It is only necessary to find a sheltered site with a sufficient depth of water for conducting the operations. In Manila there is another floating dock for the use of the American warships.

"Dry" Trains in Ohio.

Bonfort's Wine and Spirit Circular.

Passenger officials of Ohio railroads are in a quandary and it is not at all improbable that the sale of drinks in dining cars in this State will soon be a thing of the past. The law prevents the service of drinks in a dining car while passing through a "dry" county or territory.

There are now forty-six "dry" counties in Ohio, eleven have not voted on county option and have saloons, while thirty-one counties are "wet." As a temporary expedient the passenger agents of the principal lines have been furnished with maps of Ohio showing the "wet" and "dry" counties in the State. The railroad officials have about come to the conclusion that the sale of liquor on trains, as handicapped by this situation, is unprofitable and a liability rather than an asset.

Mountaineers' Feuds.

W. G. Frost in the Independent.

The starting of a feud in any mountain county of Kentucky, or the adjoining States, is almost sure to increase the number of students at Berea.

Parents who understand but little of the value of education hasten their sons off to Berea to get them out of harm's way! It is not uncommon for such a lad to bring his revolver with him, and I frequently open a teacher's drawer and find one or more of these weapons "on deposit." We have no students from Carroll county, Virginia, though we have several from adjoining counties.

But such things are really of the past in the mountains. Every mountain man will tell you to-day that "the feuds are dying out." Government grows better, intelligence spreads, the voice of religion is heard, commercial interests assert themselves, and the schoolmaster is abroad.

A NEW RESIDENTIAL SECTION IS PLANNED

Lies Along the Hudson North of Fort Washington Heights.

WILL HAVE A FINE OUTLOOK

Some of the Territory Remains as the Indians Left It a Couple of Centuries Ago.

If the plans of certain property owners in the extreme north end of Manhattan do not miscarry, one of the most beautiful residential sections in the entire city will soon be made available for building purposes. The area known as Inwood Hill, says the *Record and Guide*, comprising over 100 acres of land, lies along the Hudson River just north of Fort Washington Heights, and is bounded on the north by Spuyten Duyvil Creek and on the east by the lower land of the Dyckman tract. It is really a natural continuation of Fort Washington Heights but is cut off from the latter by a narrow valley known as the Inwood Gap, through which Dyckman street runs to the river. This gap is on a level with the Dyckman tract and is the only point on Manhattan north of Manhattanville where direct access may be had to the river without a steep descent. Inwood Hill has an elevation of about 225 feet at its highest point, is beautifully wooded, and affords a view from its crest in all directions that cannot be equalled at any other spot on Manhattan Island.

Owing to its lack of transit facilities, it has been very little improved and the greater part of it remains virtually in the same condition as when inhabited by the Indians some 250 years ago. A few dwellings and three institutions are on the hill, and on a narrow plateau along the Hudson River side several wealthy people have built fine residences.

For some years the city has been planning to make travel to the summit possible by extending Riverside Drive from a point shortly south of the northern end of Fort Washington ridge. The Inwood Gap is to be spanned by the Fulton viaduct, the drive extended over the top of the hill and then carried by means of the Hudson memorial bridge over the creek to the summit of Spuyten Duyvil hill. From there it will be continued to Yonkers. This work was authorized several years ago and a bond issue to cover the cost was provided. This issue, owing to other heavy drains on the city treasury was afterward cancelled temporarily, but it is anticiated that the work will be carried out before many years.

The summit of the hill is a fairly level plateau of considerable area, and for several years the city engineers have been working on a plan for opening streets and avenues through the entire district. The hill is in possession of about a dozen owners, and nearly all are heartily in favor of the plans as now prepared. The survey, which has cost some $20,000, is now before the local board of Washington Heights and will probably be acted upon at the meeting on next Tuesday. Some slight changes have been proposed by several property holders, but the general plan has received the indorsement of nearly all the owners. One of the changes suggested is that the eastern and western approaches to the Hudson Memorial Bridge be laid out on a curve and that the intervening space be made into a plaza and parked.

Meanwhile the American Scenic and Historical Society, with several other organizations and civic bodies, is actively engaged in endeavoring to prevent the adoption of this improvement. It is contended that as this hill is the most beautiful and picturesque spot on Manhattan Island and is possessed of so many historic associations the city should own it, and a strong effort is being made to induce the Board of Aldermen to authorize the purchase of a large portion of it for park purposes. The purchase was first advocated in 1904, and received the approval of Mayor Low and his successor, Mayor McClellan. At that time it was said that the desired portion could be acquired for about $2,000,000, but at present it is very doubtful if it could be obtained for anything like that figure. Scarcely any property on the hill is for sale, and the last purchase was made about six years ago. It is difficult on this account to determine actual values at present, but it is known that a price of $5,000 a lot was recently offered and refused for a parcel on the summit of the hill.

Last year Mrs. Julia Isham Taylor donated a tract of about six acres on the eastern slope to the city, to be maintained as a park, and within the last few weeks she has added several acres to the gift. The tract reaches over the eastern slope of the hill, west of Broadway, between Isham and 214th streets, and with the recent addition runs through to Spuyten Duyvil Creek. It is to be known as Isham Park. The property owners on the hill contend that this park is all that is needed in this section of the city, as the entire Washington Heights district is already liberally supplied with parks. They say also that the hill has such potential value for residential purposes that it should be utilized in that way, and as it could only be acquired by condemnation the price would be so high that the benefit to be derived from the park would not warrant the cost.

The city at present is deriving some revenue from taxes on the hill, and if the proposed improvements are carried out and additional transit facilities afforded a very large amount will be added to the city's income from increased assessments. In addition to Isham Park, it is intended to reserve a strip on each side of the approaches to the two viaducts, and these will be used for park purposes in a manner similar to that now employed on the strips immediately adjoining Riverside Drive further south. In connection with the construction of the Fulton viaduct it is proposed to raise the grade of Dyckman street from Broadway to a point under the bridge, where it would be about thirty-six feet higher than at present.

This would make property along each side of Dyckman street more available for building purposes.

Desirable as this section is, no extensive building movement can take place, either on Inwood Hill or on Fort Washington Ridge unless additional means of transit are furnished. With this in view a subway plan was drawn some time ago, but nothing has yet been accomplished with it. Recently those interested have received an assurance from Mr. Shonts of the Interborough that if the general subway plans for the city are approved he will take under consideration the idea of a subway along the ridge above 168th street. The proposed subway would run from a junction with the present subway at Broadway and 168th street west to Fort Washington avenue and north under that thoroughfare to the Fulton viaduct. In constructing the viaduct provision could be made for carrying the subway through the heads of the arches and immediately below the roadway of the bridge. The subway would continue across Inwood Hill just below the surface of the ground, coming out at the Hudson Memorial Bridge, where it would again be carried under the viaduct roadway to Spuyten Duyvil Hill. From there it would be continued to the city line or even into the heart of Yonkers. If provision is made in advance for carrying the subway under the roadways of the two viaducts very little would be added to the cost of the bridges and over a mile of subway would be furnished at very little expense.

SUCCESSFUL DRY FARMING.

How It Has Been Employed in States Where Rainfall Is Light.

In States like Colorado and Montana, where the annual rainfall is light and uncertain in quantity from year to year, most interesting results have been attained by the application of dry farming methods. The rainfall at Denver, Col., has been as high as 23 inches in a year and as low as 8½ inches, the average for thirty-nine years being something over 14 inches. Under such conditions the moisture of a year of good rainfall must be stored up for use in a year of little rain. The dry farming system has done this successfully.

Probably in no department of agriculture have results been so astounding as those secured by the application of improvements and new methods in handling semi-arid lands. Dry farming is not all new, but many things connected with it are. It was first practised in California fifty years ago. It was tried in Utah in 1864 and has there been practised continuously and successfully ever since. It has been practised in Oregon for twenty-five years, where in some parts of the State from ten to twenty bushels of wheat are raised per acre with an average rainfall of only 10 inches. Eastern Washington has been turned from a grazing country into an immense wheat field by the knowledge of how to handle its table lands, and Colorado now has thousands of successful unirrigated farms. Montana has demonstrated the success of the method, and the possibilities of the future are beyond comprehension. Dry farming, in the opinion of men in touch with it, is destined to revolutionise western America.

At the present time about one-fourth of the total wheat crop of the United States is grown in the semi arid West, where the annual precipitation is less than 18 inches. It is a question of but a comparatively short time when the production of wheat west of the ninety-eighth meridian will exceed the amount grown east of it, and nine-tenths of the Western wheat is and will continue to be raised without irrigation on the bench lands.

A bureau of dry land farming has been inaugurated by the United States Department of Agriculture, and the agricultural experts of every Western State are devoting a great deal of attention to this important subject. Numerous bench land experimental farms are maintained by the national and State governments and every effort is made to disseminate the information among farmers. The bench land farmers have an organization with thousands of members called the Dry Farming Congress, which holds annual conventions. These conventions are largely attended by experts and by farmers. They are somewhat on the order of farm institutes on a large scale. Successful dry farmers relate their experiences. Delegates come from all parts of the West.

The Department of Agriculture has aided the movement also by searching the world for varieties of plants that will thrive in arid climates and has been singularly successful. From the dry steppes of southern Russia and the Crimea, where the rainfall does not average ten inches annually, have been imported the winter and spring wheats now in common use in the West, together with other varieties of grain noted for their drought resisting qualities.

The main points in dry farming are summer fallowing, thorough cultivation and the harrowing of the land after every big rain or snow, to form and preserve a dust blanket or mulch. When the top of the soil is kept pulverized it allows all moisture to be readily absorbed and it prevents baking and cracking, with the consequent loss of moisture by evaporation. In fact correct methods of farming will positively hold the moisture in the ground from one season to another, saving for crop purposes about three-fourths of all the falls.

Summer fallowing in the West is not for the purpose of preserving fertility but to store moisture, and the rainfall of two years is used to produce one crop. For this reason one dry season does not cause a crop failure. It merely cuts down the yield. Each dry farm is as a rule divided into two fields, both of which are cultivated, but in the drier sections only one of them is seeded each year.

RULERS WITH MANY TITLES.

Sultan of Turkey Has 81, German Emperor 75.

From the Stray Stories.

Most of the crowned heads of Europe revel in a multiplicity of styles and dignities but apart from mere peerages the ruler of the mightiest empire the world has ever seen has to be content with the simple formula, "Edward VII., by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British dominions beyond the seas King, Defender of the Faith, Emperor of India."

Even in these titles the reference to the Britains over seas was added only on the present King's accession, and the style of Emperor of India was conferred on the British sovereign late in Queen Victoria's reign.

Beside his regal appellation King Edward had many lesser titles, but even these are not nearly so numerous as in the case of most foreign potentates.

The full list of these dignities is: Duke of Cornwall, Duke of Rothesay, Duke of Saxony, Prince of Coburg and Gotha, Prince of Saxe-Coburg Saalfield, Earl of Carrick, Baron of Renfrew, Lord of the Isles, Prince of Wales, Earl of Chester, Duke of Lancaster and Earl of Dublin. All of these titles except the last two are of long standing.

But long as the list appears, it is by no means as long as that of many an ordinary peer of the realm, the Duke of Argyll, for one, easily surpassing it with twenty-seven separate titles.

When one turns to other monarchs the list appears very trivial, the German Emperor, for instance, enjoying the luxury of seventy-five subordinate titles, the King of Spain forty-two, the Emperor of Austria sixty-one, the Sultan of Turkey eighty-two.

The Sultan of Turkey's various styles are somewhat amusing to the Western mind. He is of course Sul-tan and Kha-khan (high prince and lord of lords) to start with; then he claims sovereignty over most districts, towns, cities and states in the East, specifying each by name, and setting out with great elaboration in each of his various titles "all the forts, citadels, purlieus and neighborhood thereof" in regular legal form, and finally his official designation ends, "sovereign also of divers other nations, states, peoples and races on the face of the earth."

All this is, of course, in addition to his high position as "head of the faithful," and "supreme lord of all the followers of the Prophet," "direct and only lieutenant on earth of Mohammed."

The Emperor of Austria, the Pope, the Sultan of Turkey, the King of Spain and the King of Portugal are all "King of Jerusalem." The Kings of Norway and of Denmark are both "Kings of the Goths and the Venns"; the Emperor of Austria and the King of Spain both call themselves "King of Galicia."

Of sovereigns who claim British territories the worst offender is the young King of Spain. He is, among other things, "King of Gibraltar," "King of the East Indies," "King of Oceania," "King of the West Indies" and "King of India," the last title being also owned by the King of Portugal.

NAVIGATING THE HUDSON.

A Traveller Will Find a Trip on the Historic Stream Pleasant.

This is the time of year when most people begin to feel the lure of the open and of the water. Winter amusements began to pall some time ago, and these few warm days that have popped out of the icy spells for the last month, keeping everybody on tenterhooks because of the gymnastic proclivities of the mercury inside its little tube, have turned people's thoughts to other things than the possibility of getting a little more steam heat or the price of coal.

A pleasant trip which can be made without any more trouble involved than getting down to the pier is up the Hudson River. One can take his ease in making this trip, and that object of tender concern on the part of playwrights and managers, the Tired Business Man, if he is not a myth, can establish himself in comfort and luxury aboard a Hudson River steamer and leave the whole of his burden of cares behind him on the dock.

Henry Hudson with his little ship and crew of sixteen was the first to write intimately of the river. Hudson anchored in Weehawken Cove and observed the Indians who flocked about his ship. "They go in deer skins," he said, "loose and well dressed; they desire clothes and are civil; those from the east side were more fierce, while those from the west side, while we lay at anchor, brought for barter the largest and finest oysters, Indian corn and vegetables."

The seeker for a pleasant voyage up the river may barter for the finest things to eat and drink to this day, but not with the Indians. A steward who knows his business will do the providing. The scenery is little changed. Having reached a point somewhere above Albany, Jouet says: "Higher up it becomes so shallow that small skiffs can with difficulty sail there, and one sees in the distance several lofty hills whence most of the water in the river flows." These several lofty hills still lord it over the Hudson in all their beauty, and their presence makes the river beautiful.

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