

## MODES OF TRAVEL, PAST AND PRESENT

(Prize Winning Essay By Miss Jessie Appleby)

The first mode of travel was on foot. For uncounted years primitive man was apparently content with the means of locomotion with which Nature had endowed him. It is only during the years of recorded history that man has begun to supplement Nature's gift and evolve some swifter and easier means of transportation.

The first advance from foot travel came with the domestication of the camel, horse, and other beasts of burden.

The camel has been used for a great many years in Arabia, Persia and Egypt by merchants and pilgrims. Until recent years the only way of crossing the desert was on the backs of camels. The camel which is often called "the ship of the desert" can subsist without drinking for several days; he can endure hunger for a long time and is satisfied with the meanest food. This animal is a very slow traveller; its rate is about eleven miles per day and it often takes several weeks to make a long journey.

The reindeer has been used for travelling in Northern countries for hundreds of years. In northern Russia the reindeer is attached to a pulkha; a canoe-like sledge; it is not very large and has room for only one person at a time.

On account of the weakness of its backbone, the reindeer is less fit for riding and requires to be mounted with care, as a violent shock easily

dislocates its vertebrae column; the saddle is placed on the haunches.

The reindeer is very swift and often attains the speed of ten miles an hour.

The sedan-chair was the most common means of transportation in European cities during the seventeenth and early part of the eighteenth centuries. This vehicle had no wheels but had a pole at each side and was carried from place to place by men. It was often elaborately decorated and upholstered. It could accommodate only one passenger. The first sedan-chair appeared in England in the reign of James I and was used by the Duke of Buckingham.

The jaunting car has been used in Ireland for many years by all classes of people. It is a low-set open vehicle in which the passengers sit sideways, back to back or face to face depending on the model.

When Queen Victoria came to Ireland, Her health to revive, She asked the Lord Lieutenant To take her out to ride; She replied unto His Greatness Before they travelled far, How delightful was the jogging Of his Irish jaunting car.

Coaches running on regular schedules took place of buses and trains of today. The first coach was built in England for the Earl of Rutland in 1565. In 1661 a stage-coach was two days going from London to Oxford. The "flying coach" was thirteen hours going that distance even in summer weather when roads were at their best. People thought they were trav-

elling very fast if the coach went along at the rate of ten miles. Once when a great judge was going from Edinburgh to London he thought that he would go by that coach which, having fast horses to meet it at different villages all along the way, would travel the whole journey at the rate of ten miles an hour.

"O, don't go by that coach", said his friend.

"But I must", answered the judge.

"Well, if you do be sure not to go straight through rest for a day or two at York", said the friend.

"Why should I do that?" asked the judge.

"Well", said the other man, "the rate at which you travel will be so great that the blood will rush up into your head and the result will be fatal; either go by that coach which is not swift or promise me you will rest at York".

Today the automobile is the most universal mode of travel. Automobiles are not of recent origin as many generally suppose, but date back to the time of Sir Isaac Newton, who in 1660 proposed to construct a wagon propelled by steam. In 1790 Nathan Reed constructed a model steam carriage. David Gurney built and operated a steam carriage in 1827 in which he made frequent long journeys, covering as much as eighty-five miles in ten hours.

Since 1896 the construction of automobiles has gone on with great energy; many improvements have been made and our modern touring cars are quiet, graceful and efficient machines.

The first mode of travel on water was suggested by floating logs. Later rafts and catamarans were made by tying logs together, these were used in our own country for many cen-

turies. In pre-historic times trees were hollowed out and sharpened at the ends to form primitive canoes. The early navigator seated in his hollow canoe, propelled himself by a piece of wood and later by a long pole terminating in a thin flat blade.

Many of the early vessels were propelled by sails. The origin of the sail is not easily accounted for. An ancient tradition relates that a fisherman and his sweetheart allured from the shore in hope of discovering an island and surprised by a tempest were in imminent danger of destruction. Their only oar was wrenched from the grasp of the fisherman and their frail bark was thus left to the mercy of the waves. The maiden raised her white veil to protect herself and her lover from the storm; the wind, inflating this fragile garment, impelled them slowly but surely towards the coast.

On reaching the shore, the tradition continues, the fisherman exclaimed, "The future is unfolded to my view! Art is advancing to perfection! My child you have discovered a powerful agent in navigation. All nations will cover the ocean with their fleets and wander to distant regions. Men differing in their manners and separated by seas will disembark upon peaceful shores and impart thence foreign science and arts". The legend even goes on to state, that at once the fisherman fixed a pole in the middle of the canoe and attaching to it a piece of cloth, invented the first sail boat.

The aeroplane is the most modern mode of travel. The aeroplane like the automobile witnessed its greatest era of development during the past fifteen years, but like many other inventions it was long a burning and we have to go back several centuries to get the first idea of air navigation.

## Of Interest to Women

### FLOWERS IN THE HOUSE

There is an Art in Arranging Flowers. The Room, the furniture, the colors of draperies, rugs and Wallpaper, All Should be Considered

"Most people use far too much material in a bouquet. They don't give their flowers half a chance."

Yesterday in the home of a friend, I saw an appealing study in contrasting color, form and texture. There were exactly seven blossoms in the grouping and only an artist could have done it. "A few flowers simply arranged with a feeling for design," said my hostess, as she stood off to survey her handiwork, "are much more artistic and in much better taste than enormous bunches."

Otherwise it is a case of just so many flowers in water. An artistic flower arrangement adds grace and elegance to the simplest home. Flowers are the one live element in interior decoration. The more we think of them from this angle and the more we realize their decorative possibilities, the more we will use them.

#### Strategic Spots

In every room there are always certain strategic spots which should be brought out or emphasized. A bright arrangement, for instance, will lighten a dark corner. In a well lighted spot, place a striking arrangement where it will receive attention. On small tables near reading chairs and lamps, place bowls of small flowers and sweet-scented ones that need intimate contact to be fully enjoyed.

#### Design Your Bouquet

If a room is too flat you can give it the appearance of height by tall arrangement—say, on the back of the piano. When using several bouquets in one room, make one rather dramatic composition and all other arrangements subservient to it. They should all be as well designed, but each should repeat in some form the dominant color of the stellar composition.

By repeating the colors of a room in the flower combination you will give a room unity and "tie it together." Flowers that are a contrast to a room's colors will accent them. Yellow and orange flowers for instance will do this in a blue or green room. If you find yourself living in a room with a too-busy wallpaper, flower arrangements in the dominant color of the paper will strengthen that one color and help to give the room a feeling of repose.

By attracting attention to them,

selves, tasteful bouquets in a room will often cover up shabby spots in the furnishings. It is the old principle of making people look where you want them to.

#### CULINARY COLOURINGS

Color is nowadays a very important factor in food and manufacturers realize its sales value, while the cook knows its usefulness in making dishes more attractive. Some dyes are harmful, but vegetable dyes in general are quite innocuous and are best used in cookery.

The following are the principal colourings in domestic use:—

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Cochineal is the ideal pink or red dye. It is extracted from the bodies of beetles that feed on certain kind of cacti in Mexico. So profitable has been this insect that it has been imported, together with the cactus on which it feeds, into the Canary Islands and other countries. Cochineal is safe and can be used for the faintest pink to the deepest red dyes. Carmine, rouge and lipsticks are often made from cochineal and it is used in sweet-making, blanc-mange, powders, etc.

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Saffron is extracted from a particular kind of yellow crocus. It has a taste, or aroma rather, as well as a colour. It also is quite harmless. It is used a lot in cakes.

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Carmel is used for colouring from yellow to brown shades. It is made by heating sugar and water in the proportion of four parts of sugar to three of hot water. The resulting syrup may, by boiling, be given all shades of brown.

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Turmeric is used a lot in pickles and you often find it mentioned as an ingredient in pickle and chutney recipes. It is extracted from the roots of an Asiatic plant like ginger. The roots are boiled, fried and powdered.

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Chlorophyll is simply the green colouring matter of the leaves and stems of plants, both uncommon and common. It can be got from nettles, for instance, and from spinach. The juice of the latter makes a strong green dye and it can be safely used in cookery. The spinach is boiled down in water containing a little soda.

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# "SALADA" TEA

In 1670 Francis Lana, a Jesuit, proposed to raise a vessel by metallic globes, containing a vacuum inside and it is said that the Chinese made successful attempts at Pekin as early as 1306. In 1782 Stephen Montgolfier and his brother gave the first successful exhibit of a balloon ascent at Lyons, France. In 1883 another Frenchman made a balloon with a silk covering shaped like a cigar supplied with screw propellers and moved by electricity; this was the forerunner of the Zeppelin. The history of modern aviation dates from December 27th, 1903, when Orville and Wilbur Wright of Dayton, Ohio, made successful flights in a glider at Kitty Hawk, N. C.

After reviewing modes of travel, past and present, we are apt to look back with pity on our forefathers, thinking of their poor attempts, and pat ourselves upon the back and boast of our great achievements, but let us stop and consider — were not their poor attempts our great beginnings, their crude but stepping stones to our great accomplishments? We boast of

great improvements and well we might, but we cannot boast of having attained the utmost for we know that in the future the coming generations will out do what we have done as we have improved on the best of days gone by.

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