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## Locomotion in India.

(By Florence Fenn Forman.)

In Bombay the main streets are broad, finely paved avenues, with good, well kept roads, though the native quarter happily still revels in picturesque lanes and by-ways. Small, comfortable victorias are to be had in abundance, for one dollar and fifty cents a day, and a phaeton and team are furnished for three dollars a day, which is large pay for India, and exceeds the charges of most of the other cities, while a course of a mile can be taken for fifteen cents. The extreme heat makes driving imperative, as cork helmets and double umbrellas are not sufficient protection for a European from the fierce sun, and even the horses of the little trams, patronized only by the natives, are furnished with a shield of thick pith, fashioned like an oval chopping bowl, covering the top of the head and forming a shelter over the forehead. There are many smart London turnouts to be seen in the late afternoon on the beautiful road to Malabar Hill. The Parsee ladies amble along in fine broughams, but the Hindu equipage per se is a queer little back-tilting, covered waggon, gaily decorated, and drawn by snow-white bullocks, whose sleek coats shine like satin, their necks encircled with strings of blue beads, charms and jingling chains. It is no uncommon sight to see a team of small trotting bullocks harnessed to a vehicle much resembling the American sulky, and the pace is surprisingly brisk. Occasionally the elegant landau of some petty rajah bows along in solemn state, or the litter of a luxurious Parsee, who prefers the quick, steady walk of two trusty bearers to the latest luxury of what a groom of the Buckingham Palace stables—referring to the Queen's latest carriage—solemnly described as 'rheumatic' tires.

Bombay boasts of one of the finest railway stations in the world. Indeed, I doubt if another of such imposing size and elegance exists outside of London or New York city. It was completed in 1888 at a cost of \$1,500,000, and is a substantial testimony of the uninterrupted prosperity of a road that in twenty-eight years has more than doubled the value of its shareholders' property, which is saying a good deal when you take into consideration the fact that the rates per mile are less than in any country of Europe or



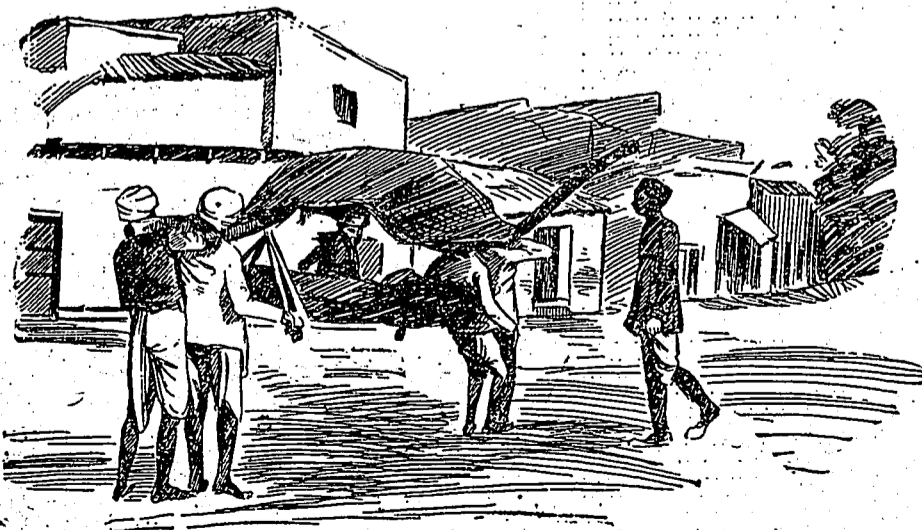
A RICKSHAW.

America. One of the interesting features of this huge Italian Gothic pile lies in the fact that its beautiful decorations, carvings in wood and stone, wrought railings, encaustic tiles, polished marbles and inlaying, is the work of the students of the Bombay School of Arts, an institution under government control; where the fast-dying arts of the country are perpetuated and taught among the 'fin de siecle' natives, who are showing an alarming partiality for the latest wicked gimcrack in glass, plush or satin from Birmingham. If a law could be passed excluding Brummagem there would still be hopes that the Hindu would once more arise in his might and take his place among the princes of the earth.

The first requirement of a tour in India is to secure a good body servant. He is indispensable, as otherwise one stands small chance of getting service in any hotel, and he is also a necessary buffer between you and the wily Oriental of commerce, whose mission is to fleece the stranger, and swear by the soul of his defunct progenitor that an article actually valued at one rupee is an unprecedented bargain which, in consideration of your lordship being a protector of

the poor, he blandly offers you for five rupees. For the Indian is a born gambler, and has no respect for a sahib who refuses to barter. To be sure, the 'boy' receives a commission for all purchases made in his presence, but even that is an economy over the other system. After a varied experience of incompetents, we secured the services of a Surat 'boy,' for boy they remain until grey hairs and tottering limbs preclude further service. Then began the purchase of the necessary impedimenta, for bedding has to be carried while travelling in India, as the distances are long and many nights have to be passed on the train, not to mention the chances of finding no such provision at dak bungalows or station bedrooms. Pillows, sheets, towels and thick razais (cotton wadded comforters) are strapped in rubber sheeting, and, together with bags and tiffin basket, stowed away at starting in the first-class carriage, in which whatever it lacks in luxurious furnishings is compensated for by the generous spaciousness of its accommodation.

The holder of four tickets is entitled to a whole car, the main saloon being about 8x11 feet, with a lavatory at one end, which sometimes includes a shower bath, and on some lines a small, communicating compartment is provided at the other end for the servant. This car can be side-tracked anywhere, without extra expense, by notifying the station agents in advance. Four windows run along each side of the carriage, beneath which are leather covered seats that can be pulled out to a three-foot bed at night, and other couches can be pulled down from the top if required. Any elegance of appointment would be useless, as the tracks run along the endless sandy plains, so that the dust filtering through every crevice is a nostalgic reminder of similar experiences on the Long Island Road. A boarded screen, two feet deep, projects from the roof of the car over the windows, to form a shelter from the direct rays of the sun; shutters are also provided, and every alternate window is blue or green glass, which, during the hot season,



A COMMON MODE OF TRAVELLING IN INDIA.