

## GOING ON WHEELS

From the Ancient Chariot to the Modern Motorcar.

### EVOLUTION OF THE VEHICLE.

The Crude Carts Used in the Early Ages by the Romans Were Followed by Carriages—Then Came Covered Coaches With Doors and Windows.

From the forked limb of a tree to the automobile has the evolution of the vehicle expanded. For hundreds of years the chariot reigned supreme, and, bearing a fair resemblance to it even in this day, crude forms of carts on two wheels are to be seen in India, China, Ceylon, Mexico and other countries. In China centuries ago the monowheel was in great favor. This odd vehicle, much like the modern wheelbarrow, is still in general use in many parts of the country and is propelled by man power.

Among the two wheeled vehicles in popular use in the Asiatic world may be mentioned the "ekka," largely used in northern India, and the famed jirikisha of Japan. The Romans first established the use of carriages as private means of conveyance, and with these vehicles attained a great variety of form as well as of ornamentation.

In all ages the employment of wheeled vehicles has depended largely upon the condition of the roads on which they were to be used, and the building of great highways, such as the Appian way by Claudius in 313 B. C., as well as many others, greatly facilitated the development of carriage traveling among the Romans. In Rome as well as in other large cities of the empire it became necessary to restrict travel in carriages to a few persons of high rank owing to the narrowness and crowded condition of the streets. For the same reason the transport of goods along the streets was forbidden between sunrise and sunset. For long journeys and to convey parties the "reda" and "carraea" appear to have been mostly used.

During the empire the carriage which appears in pictorial representations of public ceremonials is the "carpentum." It is very light, with two wheels, sometimes covered and generally drawn by two horses. If a carriage was drawn by four horses they were yoked abreast among the Greeks and Romans, not in pairs, as now. From the Roman "carraea" are traced the modern English name "carriage," the French "carrosse" and the Italian "carrozza."

The "sirepa" was a very ancient form of vehicle, the body of which was of osier basketwork. It originated with the Gauls, by whom it was named "benna," and was employed by them for the conveyance of persons and goods in times of peace and baggage and supplies in time of war.

On the introduction of the feudal system throughout Europe the use of carriages was for some time prohibited as tending to render the vassals less fit for military service. Men of all grades and professions rode on horses or mules. Horseback was the general mode of traveling, and hence the members of the council, who at the diet and on other occasions were employed as ambassadors, were called "fittmeister." In this manner also great lords made their public entry into cities.

Covered carriages were known in the beginning of the fifteenth century, but their use was confined to ladies of the first rank, and it was accounted a reproach for men to ride in them. For a long time they were forbidden even to women, but by the end of the fifteenth century they were being employed by kings and princes in long journeys and later on state occasions. The first time that ambassadors appeared in coaches on a public official occasion was at the imperial commission held at Erfurt in 1613. Soon after this coaches became common all over Germany, notwithstanding various orders and admonitions to deter vassals from using them.

Carriages seem to have been used to some extent at quite an early period in France, for there is still extant an ordinance of Philip the Fair, issued in 1294, by which citizens' wives are prohibited from using them. It appears, however, that about 1550 there were only three carriages in Paris—one belonging to the queen, another to Diana of Poitiers and the third to Rene de Laval, a very fat nobleman who was unable to ride on horseback.

The first coach in England was made in 1555 for the Earl of Rutland by Walter Rippon, who also made a coach in 1556 for Queen Mary and in 1564 a state coach for Queen Elizabeth. By the beginning of the seventeenth century the use of carriages and coaches had become so prevalent in England that in 1601 the attention of parliament was drawn to the subject, and a bill "to restrain the excessive use of coaches" was introduced, which, however, was rejected.

In regard to carriage construction, it would seem that glass windows or blind and completed doors were unknown prior to 1650. Public carriages for hire, or hackney coaches, were introduced into London in 1625 and rapidly grew in popularity. Notwithstanding the opposition of the king and court, who thought they would ruin the roads, they grew to number over 500 by 1650. In Paris they were introduced during the minority of Louis XIV, by Nicholas Sauvage, who lived in the Rue St. Martin at the sign of St. Pierre, from which circumstance hackney carriages in Paris have since been called "fiacres." By 1694 there were over 700 of these conveyances in London.—Argonaut.

## FUSSY AUNT

She is One of Those Who Always Find a Task Undone.

Our Aunt Sally always has one or two more things to do at night before she can go to bed. We were at her home a few weeks ago, and all of us sat up until late. At about 11 o'clock Uncle Buckram gave a yawn, and in thirty minutes everybody was under the cover listening to the rain—everybody except Aunt Sally. She decided that while everything was quiet she would sew the buttons on the new trousers she was making for Buckram. When this was finished she started to bed, but she remembered that she hadn't set her yeast. She went back into the kitchen and worked for about twenty minutes, and then it seemed that she was through with everything for the night.

We were almost asleep when she brought in another quilt. She said it might turn cold during the night and that we could pull it up if we needed it. She went back to her room and stood perfectly still for a few seconds. Evidently she was trying to think of something else to do before going to bed, and she thought of it. She decided she had best sprinkle down her clothes so they would iron better next day. When this was finished she folded the rough dried pieces and put them away.

At last the house was dark. The rain was pouring down, and we turned over for a good sleep. After we turned over we were facing the barn, and we saw Aunt Sally out there with a lamp. She managed to keep the lamp dry, but in a few minutes it went out. A little later we heard her enter the house, and while feeling for a place to set the lamp she said: "I declare that fool hen hasn't any sense. I put her up in a dry place and she wouldn't stay there. She seems determined to drown, and I ought to let her do it, but I guess I'd better go back and see about her."

## VISITORS TO NEW YORK.

They Crowd the Natives Off Broadway and Into the Side Streets.

It has often been remarked by visitors from Denver and other scientific investigators that New York's Broadway is apparently patronized by people from all over the world except the native residents of New York. And it is probably true that Seattle knows its way about the Rialto at least as well as does East Seventy-second street, and the cabarets along the great white way see more money from Des Moines than from Amsterdam avenue.

The fact of the matter is that the out of town visitor, descending upon the metropolis trained to the minute, with the express intention and determination of taking in Broadway, succeeds largely in crowding the native off the walk.

Hence it has come about that other New York streets which never attain more than a local fame have become pleasure grounds for the real New Yorker, who leaves the streets and the restaurants of world reputation to the hordes of the invader. Such a street, for instance, is One Hundred and Twenty-fifth street, often called by its frequenters the "uptown Broadway." One Hundred and Twenty-fifth street lies in the apartment house section, about in the middle of the long, narrow city that is modern New York. From here to the Battery is a long ride on the express trains, and from here to the Bronx, is a longer ride by local. The dweller in this section rarely takes either of these rides. He goes down to the office in the morning and in the evening returns to his own little side street. If he craves amusement he strolls down One Hundred and Twenty-fifth street.—New York Letter

### Large Power Easily Controlled.

In some cases a 1,000 ton or 1,500 ton press may be controlled by one finger upon the clutch lever, so that the ram will rise one-eighth of an inch or so at a time. More often, however, a press is set so that the ram will always stop at the top of its stroke, and the control of this condition is usually made by a foot treadle, although sometimes with a handle also or with a handle alone. Generally such presses are arranged for continuous running. This is often practicable with long, slow strokes.—Oberlin Smith in Engineering Magazine.

### A Common Cause of Failure.

"What happened to Flivver? He was always full of ambition and just about to accomplish great things, but somehow he has failed to achieve anything in particular."

"Oh, he hitched his wagon to a star and forgot to fasten the rear end gate."

### All Depends.

"What shall I charge for fixing up whiskers?"

"All depends," answered the boss barber. "Some I give a bit of a clip for nothing. Others you want to charge the same rates a laundry gets for lace curtains."

### Why It Worried Him.

"What are you looking so glum about, old man?"

"Somebody stole Dawson's umbrella."

"But why should that worry you?"

"It was stolen from me."

### No Strange Experiments.

"Did you have a homily when your minister came to dinner, Mrs. Jimps?"

"Dear me, no, mem. I don't never try them strange dishes."—Baltimore American.

Seek to learn what is best rather than to learn much.

## GREENBUSH

Mr. Norman Pritchard, of Sherbrooke, Quebec, visited this village last week, called here by the serious illness of his sister, Mrs. Ed. N. Smith.

We are pleased to learn that Mrs. Ed. N. Smith, who has been very ill for the past two weeks is slightly better, and some hope is entertained for her recovery. Her son, Dr. Morley Smith, of Carleton Place, has been in constant attendance.

Mr. John Hanna, who went west with a carload of horses, has rented his farm to Mr. Pierce.

Mr. Chas. Pritchard, accompanied by his wife and his sister, Mrs. Rae Blanchard, all of New York, are guests of Mr. Will White, also Mr. W. Pritchard, of Pittsburg, Penn.

Miss Hattie Cannon is a guest of Mr. David Johnston.

Mr. John Donnelly is a guest of Mr. Arnold Loverin for the holidays.

Mr. Milton Johnston and Mr. Fred Olds have each bought a Hinman milking machine.

Mr. Thos. Baker, of Brockville, spent a few days here with his sister, Mrs. W. W. Miller.

Mrs. W. Kennedy spent Easter at the home of her brother, Mr. Milton Johnston.

Miss Bernice Taplin, who has been in training at the Peterboro Normal School, returned home on Friday.

Mr. Hubert Stevens, of Plum Hollow, spent Sunday with his sister, Mrs. W. Olds, who has been confined to her bed for some time.

Dr. Morley T. Smith is at the home of his parents, having been called here by the serious illness of his mother.

Mr. and Mrs. Lewis Blanchard who have spent the winter in Kingston, where Mr. Blanchard has been a student in the Dairy School, returned to our village last week. Mr. Blanchard expects to take charge of the Leeds Union Factory near Lyn this season.

Mr. Carter, sr., who a few weeks ago married a well-known resident of Morristown, N.Y., Mrs. Doolittle, with his bride, paid a visit to his many friends here last week.

Mr. and Mrs. Asa Peterson has moved into the home recently occupied by Mr. Ross Miller and family. Mrs. Miller intends to spend most of the summer in Cornwall with her mother.

Private James Campbell, of the heavy artillery, who has served fourteen months on the firing line having gone overseas with the first contingent, is in this country to regain his strength, having been twice wounded. He has been a guest at the home of Mr. William White for the past two weeks, and on the evening of the 28th ult. spoke to an interested audience in Greenbush school-house on his experiences in the fighting zone and in the English hospitals. The ladies of the Patriotic League served warm sugar.

Marriage never seems so much a failure as when something goes wrong at home that he can't possibly blame on his wife.

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FRANK J. CHENEY.

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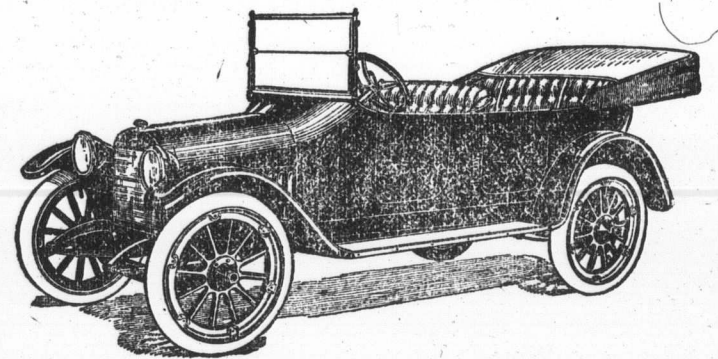
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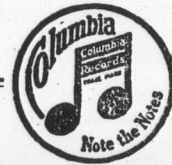
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