

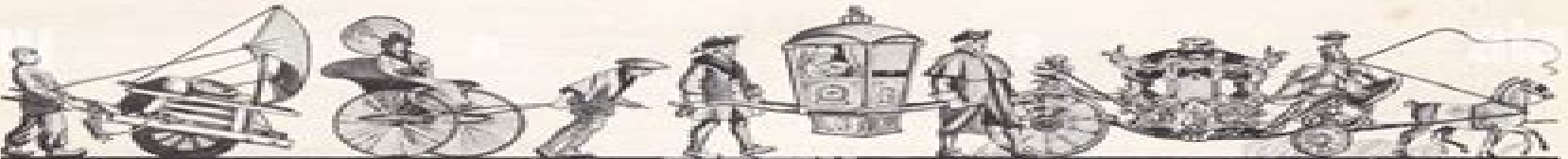
SCENES FROM THE PAGEANT OF LAND TRANSPORT



Man's first carrier was his own back, but in the East the elephant and the camel were early trained for transport. Red Indians lashed their loads between two poles drawn by a pony, or harnessed bullocks to a cart whose wheels were sections of tree trunks.



The two-wheeled Roman chariot was made use of in peace and war, while a thousand miles north the Laplander used—and still uses—reindeer to draw his sledge over frozen lakes. In Russia three horses abreast, adorned with tinkling bells, pull the "troika."



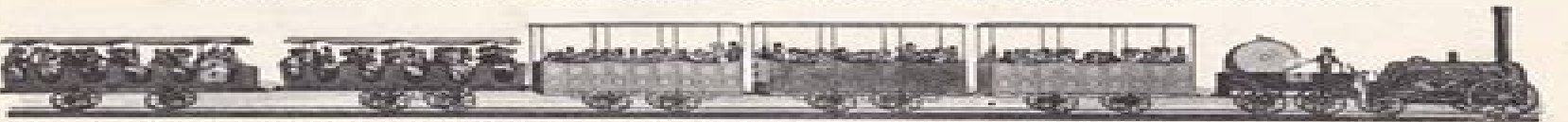
In the timeless East Chinese still attach sails to their wheelbarrows, while man-drawn rickshaws are not yet displaced by motor-cars in the streets. In 18th-century England the sedan-chair was common, and the Lord Mayor's coach of 1757 is still to be seen.



The "covered wagon" or "prairie schooner" was the chief mode of travel when the hardy pioneers opened up the American West, though for a speedier journey horseback or the stage-coach, and its team of six horses was in common use all over the world.



A mettlesome nag was always in demand for the high, springy calèche. Then men began to use their own legs again to push the hobby-horse, and later the "ordinary" or "penny-farthing" bicycle. Next came the first petrol-driven "horseless carriage," ancestor of the modern motor-car. Steam road-carriages were in existence a hundred years before.



Meanwhile the railway had come to the fore, though its first form was almost as primitive as the horseless carriage compared with modern trains. This picture shows a second-class train on the Liverpool and Manchester line soon after the line's opening in 1830. As will be seen, the passengers travelled in open-sided coaches like the stage-coaches, and were called "outside passengers." The barrel on the tender contained water for the engine. The first-class train is shown in page 3425.

Pageant Of Transport Through The Ages

Arthur Pound



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