

THE BURDEN BEARERS OF THE FAR EAST



BUFFALO IN USE IN INDIA



BURDEN bearing is one of the characteristic features of all eastern life. The sole purpose of everything and everybody seems to be the bearing of burdens. The east would not be the east without the great army of burden bearers—the long caravans of heavily laden camels in the desert, the Turkish "hamals" staggering under towering loads of baggage and merchandise in the steep streets of Constantinople, the noisy water men with their bloated and dripping goat skins in Egypt and India, the tireless rickshaw men of Japan and Singapore and the faithful sedan chair coolies of Hongkong and Canton.

There is one very curious fact that can not fail to impress itself upon the mind of every observant traveler who greets the sex of an oriental, that will very often determine the sex of an oriental.



ROYAL BEARERS FOR KING OF SIAM



RICKSHAW MAN OF JAPAN



WATER CARRIER IN EGYPT

even though the costume might leave one in doubt; for in Burma, Siam and Java the men and women dress so much alike that practically the only distinguishing feature is the turban usually worn by the men. When it comes to burden bearing, however, there can never be any doubt as to sex, regardless of costume, for the oriental woman almost invariably carries everything upon her head, while the man, just as invariably, bears every kind of a burden swung across his shoulders from the ends of a bamboo pole.

So much has this become second nature to them that I have seen Burmese and Javanese tie a stone or other useless weight to one end of their shoulder pole in order to balance some indivisible load at the other end, thus doubling the weight of their load in order to carry it in the customary manner. And the oriental woman exhibits the same reluctance with reference to carrying any kind of a burden, whether large or small, in any manner except upon her head, the sole and solitary exception being her baby, which is usually tied upon her back. We are sometimes amazed by the size and weight of the loads borne upon the heads of these women of the east, but at the same time it is not at all unusual to see these same women carrying upon their heads empty dishes, fragile glassware, things easily broken and of practically no weight; but habit is so strong with them that every object, no matter what its character, must be borne upon the head.

It is this habit of carrying heavy loads upon their heads that gives such a superbly erect and queenly carriage to practically all the women of the far east. The drawing of water seems to be their peculiar task, and Palestine is not alone with her Rebecas at the well. While the veiled women of Egypt and Syria fill their great kullehs of Nile clay and the little brown girl wives of India dip their shining brass water pots in the temple tanks or in the sacred Ganges; the merry, graceful little girls and women of happy Burma, favored above all the women of the east, gather in a social sort of a way at the village fountains and spend long hours in the gossip so dear to feminine hearts before they fill their fat brown "chatties" with the water for their household needs. And there is here no suggestion of domestic slavery or unhappy household bondage, as these slender, brightly clad little daughters of Burma balance the dripping chatties upon their great coils of beautiful hair and bear them happily back to the little basket homes under the shadowy groves of plantains and areca palms, which are so generally the abode of sweet content.

When an oriental man bears water it is usually in a black, slimy, gresome-looking pigskin or goatskin, slung across his shoulders and looking for all the world like the corpse of some drowned thing. These are the "sakkas" or water men of Egypt and Turkey, who carry water for sprinkling the roads to lay the dust in the vicinity of the bazars and to supply also the ordinary wants of the oriental household. To the same class belong the "bhists" of India, who form a separate religious caste by themselves and who carry the water in their slimy goatskins every morning to fill the huge tin dishpan, which in India serves you as a bathtub.

There are also other water bearers among the men of the orient, but these have nothing to do

with household duties and form a business class by themselves. They are the "sherbutil" and "khemal" of Egypt, Turkey and Syria who sell sherbets, cooled with the snows of Lebanon and sweetened drinks, flavored with licorice and attar of roses. The musical clink of the two brass bowls which these men carry and strike constantly together as they walk, is one of those characteristic sounds which to one who has traveled in the orient is inseparable from every memory of an eastern city.

One strange feature will invariably impress itself upon the observant visitor to Rangoon and Hongkong, two of the largest and most splendid cities of the far east, and that is the fact that they are practically horseless cities, especially Hongkong, where horses are seldom or never seen. In Rangoon horses are used for carriage purposes, but are never used for the hauling of freight and merchandise, and in both Rangoon and Hongkong practically all freight is hauled about the streets on curious freight carts drawn by numbers of coolies pulling on ropes. In Rangoon the carts have two large wheels and the coolies are always Hindus, for no Burman would so demean himself or so insult his pride as to become a beast of burden. In Hongkong the freight vans are low, four-wheeled arrangements and are drawn by half-naked Chinese coolies. It is a pitiful thing to see how cheap a thing is human life in this great city of Hongkong, where nature has done so much to create an earthly paradise.

The streets are so steep as to make the use of horses quite impossible, and as the greater part of the European population lives on the "Peak," or on the steep streets leading up its sides, it seems to be necessary that many thousands of Chinese coolies should sacrifice their lives in this heart-breaking work of burden bearing on these steep mountain roads. There are hundreds of great mansions and beautiful European villas on the slopes of the "Peak," and in building these homes every brick and stone, every timber and pound of mortar had to be carried up from the city on the backs of Chinese coolies, laboring for a few pitiful pennies a day. Every ounce of household supplies is brought up in the same manner on the heads and backs of Chinese coolies climbing these steep and slippery roads. Coal is transported in sacks of 150 or 200 pounds, suspended from a pole on the shoulders of two coolies, who very often are women. Most of the drinking water is brought up in the same manner, and the dwellers in these mountain homes are carried down to business in the city in the morning and back again to the heights after the day's work is done in sedan chairs, borne on the shoulders of these same faithful coolies. The work of the "bearers" in the steep streets of Hongkong is so trying that it is said a coolie seldom lives more than five or six years after taking up this work.

The real comfort and ease of traveling by sedan chair is a most surprising thing to one unfamiliar with this mode of travel. A very delightful surprise it is after the soul-racking experiences of camel back and elephant riding in Africa and India. The reason for this is that the bearers invariably keep step, and as they always

go at a gentle trot the motion is easy and in no way tiresome. It is a strange experience to ride hour after hour through the narrow, bewildering, crowded streets of this most amazing city on earth, with half-naked chair men streaming with perspiration and constantly yelling at the top of their voices for the populace to clear the way, for it is a most remarkable thing to see the respect shown to the burden bearer in China. The man with a load always has the right of way, and the man with the heaviest load invariably is given precedence. In this wonderful land of China, which we have so long been taught to despise, the burden bearer is honored as in no other land, and labor is exalted in a manner unknown to our western world.

At Shanghai we come upon another strange and peculiarly Chinese mode of conveyance and burden bearing—the passenger wheelbarrow, upon which it is necessary to carry two passengers in order to balance the barrow. These barrows are very generally used in the Shanghai district, both as freight carriers and for transporting passengers, and it is a decidedly amusing sight to see some rich Chinese farmer or country merchant, wonderfully arrayed in silks and balanced by his wife or a huge crate of poultry, as he rides into the walled city of Shanghai on one of these lumbering wheelbarrows.

In Ceylon, Burma, Siam and the Malay states, and in many parts of China, and throughout all the islands of Japan, the rickshaw is the common and almost universal means of travel, yet, curiously enough, the Jinrickshaw was the invention of an American missionary to Japan and was unknown to the oriental world less than seventy years ago.

These rickshaw men of Japan are a most admirable class—patient, honest, faithful and often exceedingly well informed. It is a most amazing thing to see the politeness and consideration of the sturdy rickshaw men of Dai Nippon. It is, moreover, a politeness born in their souls; never lacking under the most trying circumstances. Under the rules of their business etiquette, one rickshaw man may not run past another without begging his pardon, and the truth of this was borne upon me very forcibly during a hurried rickshaw ride across Yokohama one day when I had only 16 minutes by the watch in which to catch a train for Gotemba. The speed with which we made that two-mile journey around Yokohama's famous Bund and through the Benten-dori to the Tokyo railroad station necessitated no less than 27 several and separate apologies; at least, I lost count at the twenty-seventh. Two rickshaws passing rapidly in opposite directions collided, mixing up the two vehicles and throwing one of the rickshaw men to the ground. Again the native Japanese politeness asserted itself. Instead of abusing one another and possibly resorting to blows, the two little rickshaw men righted themselves, politely took off their huge mushroom hats, bowed most courteously and begged one another's pardon! Imagine two American cabbies apologizing to one another after such a collision!

REPORT OF MIGRATION OF WOOLY APHID FROM THE ELM LEAF CURL TO THE APPLE

Special Reference to the Economic Significance of This Discovery for Nursery Stock and Young Orchards, With General Account of This Serious and Widespread Pest.



Seedling Apple Showing Colony of Woolly Aphids Which Are the Progeny of Migrants From Elm Leaf Curl.

Bulletin 203, just issued by the Maine Agricultural Experiment Station, contains a report of the migration of the woolly aphid from elm leaf to apple, with special reference to the economic significance of this discovery for nursery stock and young orchards. A general account of this serious and widespread apple pest is included.

For more than 100 years the woolly aphid has had world-wide recognition as one of the most serious insect enemies of young apple trees. Statistics for 1911 on two-year-old nursery stock based on observations made at three nurseries containing respectively about 30,000, 45,000 and 200,000 trees, showed that from 20 per cent. to 25 per cent. of the trees were infested by the woolly aphid. As from twenty to forty million of American-grown apple seedlings are used in this country every year, the significance of so high a per cent. of infestation is at once apparent.

It is, therefore, with no slight interest that the entomologists of the Maine Agricultural Experiment Station have been seeking to ascertain a previously unknown point in the life cycle of this pest, and have made the discovery that this cycle includes three generations which are passed in what is known as the "elm leaf curl." The disfigured and curled leaves of the elm in the spring are everywhere as familiar as the woolly masses on the apple bark, but the elm generations have not previously been known to have any connection with the apple pest and it has all along borne a distinct name.

It is a fact familiar to students of this family of insects that certain aphids live for a few generations (usually wingless) upon one food plant and then produce a winged generation that migrates to an entirely different species of plant for the summer, where it establishes a series of summer generations and by fall produces a second migrant generation that flies back to the original food plant. It is here the true sexes occur and that the winter egg is deposited—stages absolutely essential to the continuation of the species.

The woolly aphid of the apple is such a migratory species with two distinct types of food plants—the elm, or "original food plant," on which the true sexes occur in the fall and de-

posit the over-wintering egg, and on which it lives in the curled leaves in the spring; and the apple to which it migrates from the elm-leaf-curl and where it establishes itself as a bark feeder during the summer. This species, in addition, produces in the fall a generation that passes the winter at the roots of the apple, a circumstance which has led to the assumption that the apple alone was concerned in the life cycle of this pest, and the elm-leaf curl which shelters the wolf in sheep's clothing has been previously unsuspected of other danger than that threatened the elm itself which, except in the case of young trees, is not usually great. But the discovery of the annual migration of a fresh infestation from the elm to the apple and the knowledge that the elm generations are an essential portion of the life cycle of the woolly aphid of the apple and that this species cannot continue without access to the elm, put a new significance upon the economic status of the elm curl.

Filling the Gullies.

If you have any gullies or ditches in your fields, now is the time to mow out all of the brushy weeds and fence rows or other brushy and weedy places and fill the gullies with the trash. This will prevent such gullies and ditches from further washing, and it will catch and hold other soil into them. No farmer can be courted a success who allows his best soil to be washed out of his fields, or who allows sterile and waste places to remain as such for any length of time. These can be remedied and made to become rich and productive spots, making the farm more beautiful and more profitable.

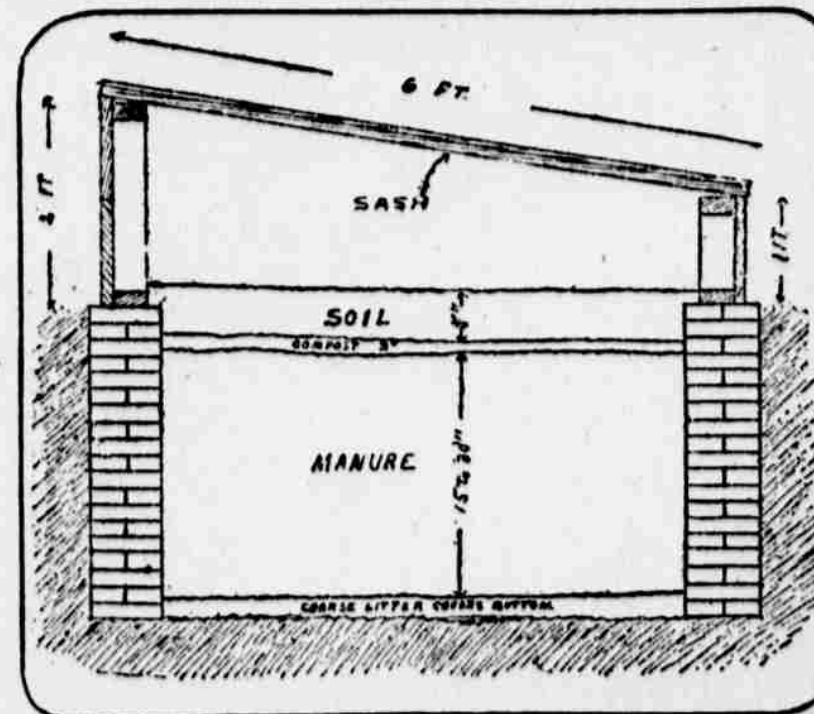
Electrocuting Moth.

An orchardist in the state of Washington has devised a method of electrocuting the codling moth. Electric lights encased in fine wires alternately coated with copper and tin are hung in the trees. The light attracts the moths which fly against the wires and the contact sends an electric current through them.

Cow as Dowry.

In the island of Jersey every girl who marries receives a cow as a part of her dowry.

MUCH ASSISTANCE FOR EARLY VEGETABLES



Hotbeds which have been prepared in the fall by digging out the pit permit an early start in spring. The dimensions most suitable are indicated in the illustration.