

HOW THE FIRST TRAVELS BEGAN

Why do people travel? Why do you travel? Ask yourself this question: what makes you pack a suitcase or just grab your toothbrush on the impulse of buying a ticket for the first train or plane out of town and leaving your routine life for a while? Some will doubtless say that traveling is part of their job. But why did we choose this particular job? What pulls us from city to city, from country to country, from continent to continent? And how did it happen that people started traveling in the first place?

Many, many years ago, some people led a very domestic life — they built their homes, cultivated their land and didn't journey farther than a few kilometers from their own hearth. But others were nomadic, moving their flocks from pasture to pasture, pitching their tents wherever there was food for their animals, not imagining that they could live in just one place all their lives.

It is believed that even whole blood groups appeared depending solely on mankind's lifestyle. Thus, according to the Japanese theory of "Ketsueki-gata," blood type "O," the oldest, appeared when people were hunters and gatherers and lived all their lives in one place. Group "A" appeared a little later, when humanity began to develop agriculture. So, they didn't venture far from home either. But the "B" group appeared along with the nomadic lifestyle. It is believed that people with this blood type aren't attracted to comfort, but rather, are drawn to adventure and change. The "AB" group (the youngest) combines the features of farmers and nomads. So does this mean that it's people with blood types "B" and "AB" who travel the most, and precisely because they are genetically predisposed to doing so? Let's leave the research to the genetic scientists. And we'll focus on travel and its history.

As mentioned above, the first "travelers" were nomads for whom movement was a matter of survival. They drove their flocks from pasture to pasture, knowing no borders — particularly since back then, there were no such concepts as borders, customs control, passports or visas. "What a wonderful time!" you might say. Are you so sure about that? Travel on horse-, camel- or donkey-back, in the best case in a cart — or even on foot behind the cart. All of your worldly belongings — tent, furniture, dishes, clothes,

tools and weapons — had to be carried along with you. Pitching and packing the tent on your own, foraging for local food on your own, cooking it on your own on a fire that needed to be constantly provided with fuel, all while keeping an eye on the herd, protecting it from wild animals and hostile neighbors. Then rolling up the tent and moving on. All of it, over and over again. Yes, nowadays there are also people who go camping with tents, cook food over a campfire and carry everything in backpacks. But their trips only take up a small part of their lives. They buy a tent made of modern ergonomic materials in a store rather than sewing their own, they buy pre-packaged stay-fresh food in advance at the supermarket. They don't collect brushwood but take light, compact biofuels from specialty stores, as well as generators and batteries so they can have access to electricity even in the forest. Finally, after the hike, they return to civilization with all of its creature comforts.

But let's return to the past for a moment. What made people pack up when they learned how to build cities, form states, develop crafts and grow enough food in their fields, when they began raising animals without the constant roving? Trading! It was the merchants who took on the mission of expanding horizons not only for themselves, but also for their compatriots. By transporting their wares to neighboring and then distant lands, and bringing the fruits of foreign countries from there to their homeland, they unwittingly became bridges connecting civilizations, carriers and distributors of knowledge. But was the merchant really that free in his travels? Hardly. You had to go to places where you had a high chance of not only selling your wares for good money, but also of buying something that you could profitably sell at home. And you also had to consider the security factor — you could only travel accompanied or escorted by well-armed guards to obviously risky places or even unknown lands. And if there was no such opportunity, then the geography of travel was limited.

Perhaps one of the most famous traders of the Middle Ages was Ferdinand Magellan, who planned to reach the Moluccas, fill the holds of his ships with spices, and then sell them in Europe. As a result, he made his first trip around the world. Only one ship and 18 crewmen returned from his journey. But even the meager cargo that they managed to bring back to Spain sold for an eye-watering sum of money — enough not only to cover the costs of readying the expedition, but also to compensate for the damage caused by the loss of four ships. After his success, dozens of merchant ships headed to the Moluccas for spices.

Yet humanity still strove to open up fresh horizons. All the while thinking about how to make travel safer and less time-consuming.

And then the era of Great Geographical Discoveries began, when merchants tried to find short and convenient maritime routes to distant countries, where they had once only traveled by land or river. The result was the discovery of new continents with entirely different civilizations, climates, religions, foundations and traditions. And so it was that Christopher Columbus was just looking for a shortcut to India to speed up and reduce the cost of trade. And we all know how his journey ended — two new continents appeared on the geographical map.

Soon, the new lands became a haven for a huge number of Europeans fleeing disease, poverty and religious strife in search of a new life. It wasn't easy for them in their new home. But a person can do a lot with the right willpower. Continents that had only recently been discovered soon became full-fledged participants in human civilization. And there was a need for regular movement between them. Ships, followed by steamships, began operating regular voyages. And their passengers often weren't traveling one-way in search of a dream, but making visits to friends and relatives or traveling on business. And then they would return home. Of course, such trips were expensive and not affordable for everyone.

The first attempts to establish regular travel between the United States and Europe were made in the runup to the 1820s. But sailing ships, due to their dependence on wind power, weren't particularly reliable. Finding themselves in a calm, sailing ships could take weeks or even months to travel the distance from continent to continent as onboard food stores dwindled.

For this reason, the owners of shipping companies soon turned their attention to the then-newfangled steamships. The Sirius and Great Western race, which took place in April 1838, showed that steamships were quite capable of crossing the North Atlantic. The Sirius and Great Western ships were owned by competing companies, the British and American Steam Navigation Company and the Great Western Steamship Company. However, as sometimes happens, the winner was a third participant, whom no one had taken seriously. Canadian shipowner Samuel Cunard was engaged in mail delivery along the Canadian coast, whaling and fishing, tea imports and coal mining. In early 1840, the British and North American Royal Mail Steam Packet Company, which he founded, later renamed the Cunard Line, signed a contract with the British government to transport mail across the Atlantic for 60,000



Travel can hardly prevent intolerance. But if, thanks thereto, a person sees that we are all crying, eating, laughing, worrying and dying, then he will understand that we are all alike, and that we can all become friends.

Maya Angelou, author



pounds per year. And on February 5, 1840, the steamship *Britannia*, the company's "firstborn," was launched at the Greenock shipyard. The similarly-classed *Acadia*, *Caledonia* and *Columbia* were christened soon thereafter. These were ships with wooden hulls (made mostly of oak, as well as coniferous wood). Their underwater part was sheathed, per British Navy tradition, with copper in order to protect against woodworms and other marine rot. The steam on each liner was generated by four so-called "rectangular" boilers. Propulsion was provided by onboard paddle wheels with a diameter of almost 9 meters — the propeller wouldn't come into widespread use until later. The maximum number of passengers on this type of ship could reach up to 115 people. Thus began the era of regular transatlantic travel.

Meanwhile, travel within the same continent was still being conducted on foot, horseback or in various horse-drawn vehicles. Until the stacks of steam locomotives pulling cars along the railway began smoking at the beginning of the 19th century. And then, on July 5, 1841, Thomas Cook organized the world's first group trip. Five hundred smartly dressed passengers, accompanied by a brass band in uniform, filled the train carriages to make the 19 km journey from Leicester to Loughborough. Who were these people? Members of the Temperance Society. In Britain at that time, excessive alcohol consumption was becoming a problem. Cook believed that it was necessary to get people out of pubs. And to do this, they needed to be offered a real celebration without alcohol, something memorable that could attract everyone's attention. At the next meeting of the Temperance Society, he suggested that a mass excursion be timed to coincide with the Society's next convention... by train.

It was this day that became the birthday of tourism!

And it was tourism that would become the engine of travel development in

the future, creating a huge industry encompassing vehicles, accommodation, catering, museums, entertainment venues, souvenir production and much, much more.

So how — and why — do you prefer to travel?

INSERTS ABOUT THE HISTORICAL FIGURES:

FERDINAND MAGELLAN, or Fernão de Magalhães (in Portuguese), was a Portuguese and Spanish navigator with the title *adeladado*. He commanded the expedition that made the first trip around the world. He opened the strait from the Atlantic Ocean to the Pacific Ocean, becoming the first European to pass through it. Magellan was born in Porto. His family belonged to the humble nobility. In his youth, Ferdinand served as a page for Queen Eleanor of Viseu, wife of John II. In 1498, the Portuguese opened a maritime route to India. And squadron after squadron began to set sail from Portugal to conquer the East. Magellan was in the service of the Portuguese king for many years. But when the king refused to support his planned voyage, he went to Spain, where he found investors and the support of the Spanish crown. On September 20, 1519, he embarked on what would become the first known circumnavigation of the globe. On October 21, 1520, the ships of his expedition entered the strait, later named after him. The journey through the strait took 38 days.

Magellan himself didn't plan to circumnavigate the globe — he merely wanted to find a western route to the Moluccas and return back. But conflicts with the islanders and threats of attack forced them to move westward. On April 21, 1521, the great explorer Magellan died on the island before he could personally complete the journey. On September 6, 1522, the ship *Victoria* from his expedition, under the command of Juan Sebastian Elcano, reached Spain, thus becoming the only ship of Magellan's original flotilla to return victoriously to Seville. There were only eighteen survivors on the ship. That said, the cargo of spices delivered in the hold of the *Victoria* paid off the costs of the entire expedition.

CHRISTOPHER COLUMBUS was a Spanish navigator of Genoese origin who discovered the New World for Europeans in 1492. Columbus was the first reliably-known traveler to cross the Atlantic Ocean in the subtropical and tropical belts of the Northern Hemisphere. He discovered South and Central America and initiated their exploration.

Columbus was born in Italy into a humble Genoese family. He studied at the University of Pavia. He lived in Genoa until 1472, and later in Savona. In the 1470s, he participated in maritime trading expeditions. And in 1476, Columbus moved to Portugal for nine years. All this time, he was considering an expedition to find a short sea route to India. But he found no support from either the Genoese

merchants or the Portuguese king. It was only after moving to Spain in 1485 and protracted negotiations with the local nobility and the royal couple that he received funding and support. In August 1492, Columbus embarked on his first expedition and on October 13 hoisted the Spanish flag on the island of San Salvador, thinking that he was somewhere near India. There were 4 expeditions in total. It ultimately became clear that the discovered lands were continents previously unknown to Europeans. But at first, his contemporaries didn't understand the significance of this discovery. This realization only dawned in the middle of the 16th century.

SAMUEL CUNARD was one of the leading shipowners of the 19th century, the founder of the Cunard Line cruise company.

The son of a Canadian timber merchant bought his first ship in 1808, the sailing schooner *White Oak*. He signed a contract with the British government to transport mail between Boston, Newfoundland and Halifax. By 1812, his company already owned a fleet of 40 ships. After achieving success in his homeland, Cunard went to England and in 1839, together with a number of associates, founded the British and North American Royal Mail Steam Packet Company. Soon, with the support of the British Postal Administration, in 1840, the voyage of the steamship *Britannia* from Liverpool to Boston marked the beginning of regular transatlantic cargo and passenger steamer service. In 1859, Cunard received the title of baronet from Queen Victoria for his services to the development of transatlantic shipping.

THOMAS COOK was a British entrepreneur. He became famous for inventing organized tourism and in 1841 opened the first-ever travel agency, Thomas Cook Group.

At the age of ten, Thomas Cook began working as a handyman for a gardener with a salary of 6 pence per week. At the age of 14, he became an apprentice to John Pegg and worked as a carpenter for five years. He was a devout Baptist and a member of the regional Temperance Society. In February 1826, he became a preacher, traveled extensively around the area distributing literature and occasionally worked as a carpenter. He published several pamphlets on temperance topics, and in 1828, became a Baptist minister. In 1833, he took a vow of sobriety. He was a fanatical fighter against drunkenness, which was widespread in England at that time, and in 1840 used the newly-opened railway in Derbyshire to transport members of the Temperance Society he had established to a convention in the town of Loughborough. By 1847, Thomas Cook had organized a tourist society, which was engaged in selling travel packages not only in England — but also abroad. Thomas Cook is believed to have been the first manager in the field of tourism. He developed routes to many European cities, and in 1865, he opened regular tourism to the New World for the British, and to the homeland of their ancestors for the Americans. Mark Twain became one of the firm's first American clients.