

ODD BOATS IN MANY LANDS

PECULIAR MEANS OF NAVIGATION THE WORLD OVER

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THE NATIVE CANOE OF HAWAII

TO any observing tourist who might journey around the globe the various types of sea and river craft that he would see on such a trip are as distinctive as the costumes of many of the countries he would travel through.

Few Americans there are who are not familiar with our present styles of water craft, such as the common rowboat and sailing yachts, but there are many who, if told that these boats set down on some foreign stream would excite considerable curiosity, would be greatly surprised. However, if they would stop to consider that these boats were evolved from the primitive crafts of our forefathers and that the various conditions in different lands would make these boats impracticable, the surprise would be somewhat tempered.

First, let us consider the gondola of Italy, renowned in song and story. The gondola has probably been drawn oftener than any other boat on record. Crank and black and dismal, with

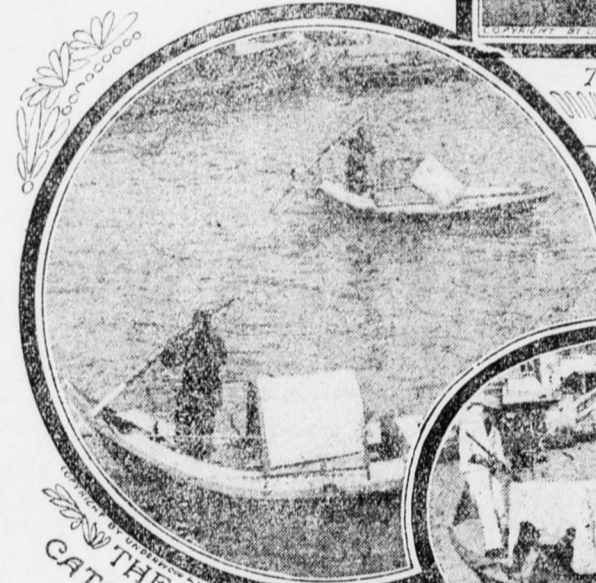


THE STRANGE ROWBOAT OF INDIA

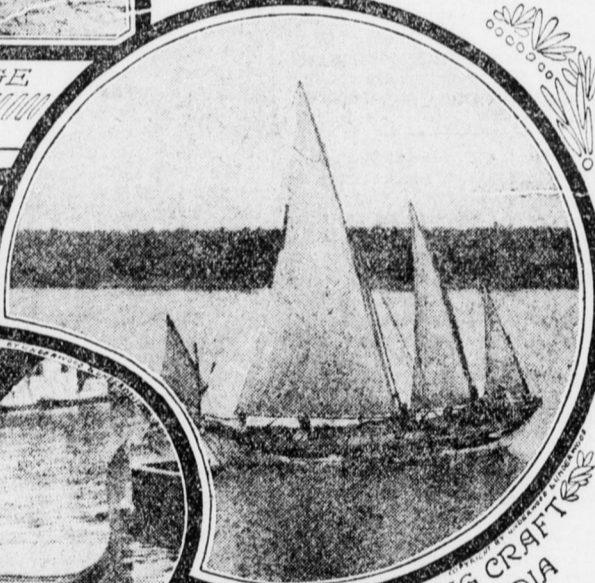
is swung around, and what was the stern becomes the bow. Proas are from 40 to 65 feet long and six or seven feet wide, and are said to attain a speed of 20 miles an hour.

The junk is the distinctive type of Chinese marine architecture, a somewhat unprogressive science among the celestials. Even before the Christian era, John Chinaman voyaged from port to port in vessels of this build and rig. The sails are made of matting and are reefed in much the same way as a Venetian blind is raised. The junk is built along the lines of an oriental slipper with the curved keel for the sole and the drop aft for the heel. The common river boat or sampan is on the even more familiar model of the inverted flat iron. The modern large junk is a good sea boat and will ride a severe typhoon in safety.

On the streams of India may be seen a type of rowboat which somewhat resembles our American craft. It is, however, of clumsy construction and the oars, which are lashed to



THE ROMANTIC GONDOLA OF VENICE



AN ODD SAILING CRAFT SOUTH EASTERN INDIA

the bright steel beak on the lofty prow, this boat does not appeal so successfully to the nautical mind as it would seem to do to the artistic and poetical one. But on the miles of canals in the city of Venice this craft is peculiarly adaptable. The gondola was formerly the only means of getting about the city, but it is now being displaced in part by small launches. The ordinary gondola is 30 feet long and four or five feet wide, and is flat-bottomed so that the draft is light. The bottom rises slightly above the water at the ends, while at the bow and stern slender ornamental stem and stern pieces reach to about the height of a man's breast. There is a covered shelter for passengers in the middle of the boat which is easily removable. In accordance with mediaeval regulation gondolas are painted black. The gondolier stands erect with his face toward the bow and propels the boat with a forward stroke, making his way through the narrow and often crowded canals with amazing dexterity.

Throughout the islands of the Pacific the canoe is a common sight. Strictly speaking the canoe is a light boat designed to be propelled by a paddle held in the hands without any fixed support, although in some cases canoes may be seen that have an auxiliary sail to be used under favorable conditions.

The canoes most commonly seen in the waters of the Hawaiian Islands are built from a single tree trunk hollowed out with an outrigger as seen in the illustration. Wonderful sailors, too, are the natives who in them often undertake long sea voyages far out of the sight of land, and passing from one island to another.

The canoes of Samoa are built of several pieces of wood of irregular shape fastened together and cemented with gum to prevent their leaking. The coasts of the mainland of Siam, Burma and China also swarm with canoes.

While the catamaran is a type of water craft that may be seen in several countries, each type as a rule has its distinctive features. The cata-

maran is a favorite of the Chinese fisherman and the larger streams of that oriental country are well populated with these boats. They are constructed of two narrow canoes fastened together and propelled from the stern with a long, narrow oar. In its original form the catamaran consisted of three logs, the middle one being the longest, lashed together. It was used by the natives of the Coromandel coast, particularly Madras, and also in the West Indies and on the coast of South America.

The Fiji Islanders developed the catamaran idea in their war canoes, which consist of two parallel logs joined together with a platform on which a mast is placed. These boats are safe and also very swift.

The flying proa of the Ladrone Islanders is another type of the catamaran made with two hulls of unequal size. The larger hull, which carries the rigging, is perfectly flat on one side and rounded on the other. On this are placed bamboo poles projecting beyond the rounded side, and to their ends is fastened a boat-shaped log one-half or one-third the size of the larger hull. This prevents capsizing as effectually as the Fiji double canoe. Both ends of the proa are made alike, and the boat is sailed with either end first; but the outrigger is always to windward. Against a head of wind the proa is kept away till the stern approaches the wind, when the yard

wooden uprights fastened to the sides of the boat, overlap each other. The natives, however, are expert in the handling of the craft.

In southeastern India, near the Strait Settlements, an odd sailing craft may be found. This vessel is rigged with four sails, the larger one set slightly to the front of the center, while two others of still smaller design are set one at the prow and the other midway between the two. The smallest of the sails is rigged at the stern and is intended to aid in steering the craft.

On the rivers of England and Ireland may be seen several types of the wherry, which is very popular in these waters. Oars are used to aid the single sail in the smaller boats of this type but the Portsmouth wherry, used in the open sea, has a mainsail and jibboes in a topmast and a topsail.

The Turkish caique is a familiar object in the Sea of Marmora and among the islands of the Aegean. She is distinguished by her peculiar mainsail, which is a combination of a fore-and-aft sail and a square sail.

Pages of interesting reading might be written of the many peculiar boats which may be found the world over. While the essential principle of boat-building must necessarily be similar, various nations and tribes have developed the idea along different lines until to-day the various styles and types of water craft can be numbered by the hundreds.

WHY THE BOY WAS BAPTIZED

At a little luncheon given on the day before his departure for Europe to Joseph Cowen, the English Zionist, the subject of apostasy came up and one man, to illustrate its prevalence, related that only a few days ago the first child in the home of one of New York's wealthiest Jews had been baptized because "the parents hoped by that means to remove an obstacle in the way of the boy's progress." This recalled to another man at the table a story told at Basle by the late

Dr. Theodor Herzl. At a dinner party, so went the story, given by Mr. Stocksen Bonds, a precocious child asked the father: "Do all people turn into Jews when they grow old?" "No, my boy," answered the father, who had renounced his faith and become a Christian before the little fellow was born; "no, my boy, why do you ask?" "Well, father, we children are all Christians, you and mother are Christians, but grandfather, who just came from Russia, he's an awful Jew."



PURELY FEMININE

FIXING OLD CHAIRS

HOUSEKEEPER GIVES POINTER ON ECONOMY.

Declares Work Is as Much Fun as Fitting a Dress, and Explains Methods Which She Found Successful.

"Re-covering an upholstered chair with pretty new material is as much fun as fitting a dress," observed an ingenious housekeeper. She speaks from very recent experience, for she has just finished re-covering an entire family suite.

"My furniture wasn't in bad condition," she hastened to say. "It was merely shabby. So I ripped the old covers off and cut new ones by them.

"Tapestry is remarkably cheap, I found, and the clerks were very nice about letting me lay my old covers on the material to see just how much I wanted. One can't make odds and ends of furniture tapestry up into neckties, you see, so it is foolish to buy an inch more than one needs.

"The reason I had such success in covering my set is that I was very exact about the work, and had all the materials that I needed right at hand before I started out. There were a few hollow places in the upholstery, where the filling had matted together or sunk in, so I had plenty of wadding to fill them out. Then I bought enough cotton cloth to cover the old lining before putting on my new tapestry cover. Putting this on gave me experience so that I worked much better when I came to tack on the actual outside cover. The wadding that I used went between the old lining and the new.

"One could cover right over the old tapestry, and, in fact, I did one chair that was still in good shape that way. I had some cheesecloth which I pinned over the chair very carefully, and then cut out as a pattern, allowing plenty for turning in at the edges.

"Cutting and lining the cover is the disagreeable part of the task. Actually putting it on is slow work, but not at all tiresome. The best way is to lay it in position on the seat of the chair and pin it firmly in place at the back edge. Then stretch it as firmly as you can and put in plenty of pins along the front. Now pin the sides across, working over it until every wrinkle is removed.

"I was very careful with my furniture to have all the corners folded alike. When the cover is pinned as smoothly as possible, cut along the edge, leaving about an inch to turn in, and use more pins to fold it in with. If the material is not too revelly, this turning in isn't necessary, because the guimpe will cover it.

"Guimpe will cover a multitude of

sins, and I think it gives a pretty finish besides. If guimpe isn't used, one needs brass-headed tacks to fasten the material down with. Otherwise common tacks can be used, and one needn't be too careful about distances. I used carpet tacks to finish the thicker plaits. For the guimpe, it is best to get the tiny upholstery tacks, and one must put them in at exactly even intervals to give the right finish. I had a piece of cardboard to measure by and I marked the intervals with chalk on the frame of the chair.

"Tufting the seat of a chair is almost impossible for amateurs, so I didn't attempt it, but I found a fine way to tuft the arms of my sofa. I saved the old buttons, and before sending them to be recovered with bits of the new tapestry, I drove a sharp steel brad through the center of each one. Then I measured the distances for the places where they should go, marked each one with a piece of tailor's chalk, and drove the button into place with the hammer."

MADE UP IN NORFOLK STYLE.

Pretty Costume for Young Lady of from 11 to 13 Years of Age.

Serge, fine tweed, or cloth is generally used for a costume of this description. Our model is in a navy blue



diagonal serge. The skirt is arranged in deep plaits turning from the center front.

The jacket is the regulation Norfolk, and is lined with striped silk; fancy enameled buttons are used for fastening.

White straw hat trimmed with a large bow of blue silk.

Materials required: 5½ yards serge and 3 yards lining silk.

IN NOVELTY BORDERED SILKS.

Material That Demands Much Care in the Fashioning.

It requires some ingenuity to fashion the novelty bordered silks into effective gowns. The average dressmaker is apt to make a failure of them unless she uses judgment in following out the models presented by the best designers. The skirts offer fewer difficulties than the waists, which should have the colored border used without giving it a patchwork effect.

Nothing could be more charming along this line than the suggestion given here, which shows a clever



manipulation of wide bordered material. The groundwork of the silk is a solid color, and this serves for the body part of the waist, while the deep Egyptian border trims the top, both back and front, and makes the sleeves. The unique feature of the design is the way the waist part and the sleeves are made all in one piece, giving that long, continuous line to the shoulders which is characteristic of kimono costumes, yet eliminates the broad sleeve part.

Between the top of the handsome border running across the front and the back there is space for a white

lace guimpe. This reaches quite to the tips of the shoulders and is crossed in brazer fashion by straps of velvet ribbon which hold the two bordered pieces together.

Alcohol for Oily Skin.

An oily skin is one of the most humiliating things one can have. It is simply impossible for a girl to look sweet and dainty when her skin is oily. An oily skin seems to gather up all the dust in the air, and for that reason it is an undesirable possession if for no other reason. Then when the nose becomes oily it shines like a beacon of light.

Wipe the skin once or twice a day, as the necessity arises, with a little diluted alcohol. Borax also is excellent, although one should always be careful not to use too much of this. A few drops of ammonia in the water occasionally will help, but a pinch of borax added to the warm water is the better of the two.

After wiping the skin with the diluted alcohol powder it lightly but thoroughly with a good and pure face powder, and the skin will appear much less oily.

Good Nature a Beautifier.

Good nature is one of the best beautifiers one could employ, for it brightens dull eyes, discourages approaching wrinkles, and brings a dainty pink flush to your cheeks. It doesn't matter if you have a freckle or two or if your eyelashes are scraggly; if you have a happy, smiling face people will always call you pretty. This doesn't mean that you must present to every one a mechanical smile which you can turn on or off at will, but it means that you must just be good natured, and soon you will notice that your eyes are laughing eyes, and that your mouth makes a dainty Cupid's bow whenever you smile.

One of the first things to remember in beauty culture is expression. Every one enjoys seeing a young or old woman with a bright smile and happy eyes, while the grumpy or whiny woman makes you want to run your fastest in the opposite direction.