

ODD BOATS IN MANY LANDS

PECULIAR MEANS OF NAVIGATION THE WORLD OVER

BY J. B. GAIRING



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 are 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 crabs 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 distal, with

THE NATIVE CANOE OF HAWAII



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 celestial. 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 keel. 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 STRANGE ROWBOAT OF INDIA



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 mainmast and rejoices 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 mainmast, 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 throughout the world. 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.

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 rounded side, bamboo poles projecting beyond the rounded side, and 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

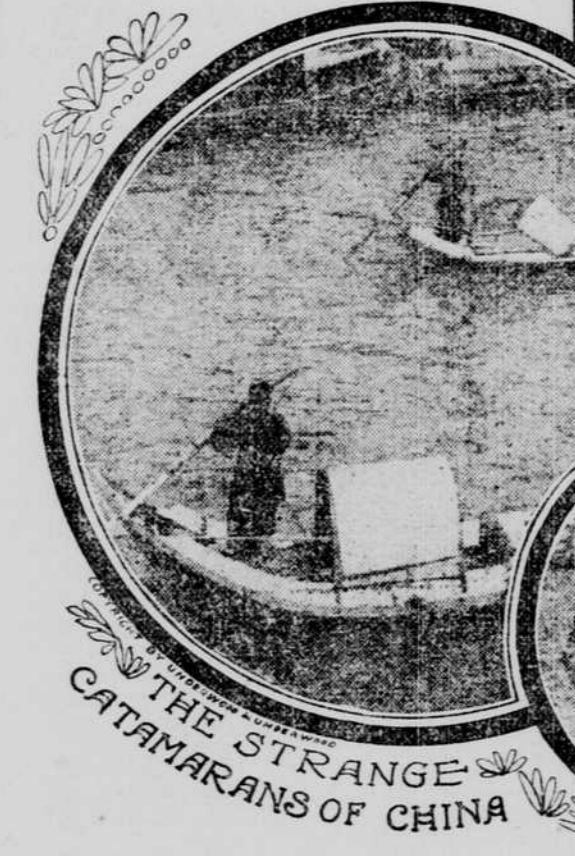
the bright steel beak on the lofty prow, this boat does not appeal so successfully to the nautical mind as it would seem to do to the artistic and poetical one. But on the miles of canals in the city of Venice this craft is peculiarly adaptable. The gondola was formerly the only means of getting about 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 medieval 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-

Along the forest margins troops of peccaries are often met with, occasionally the jaguar, sometimes the puma, likewise that toothless curiosity the great ant bear, long in claw, long nosed and remarkably long tongued. Very plentiful too are those "little knights in scaly armor," the quaint, waddling armadillos; long toed juncos pace about upon the floating leaves. A familiar object is the great jabiru, a stork with a preference for the desolate lagoons, where it may often be observed staccato on one leg and wrapped in prospection.—Exchange.



THE STRANGE CATAMARANS OF CHINA

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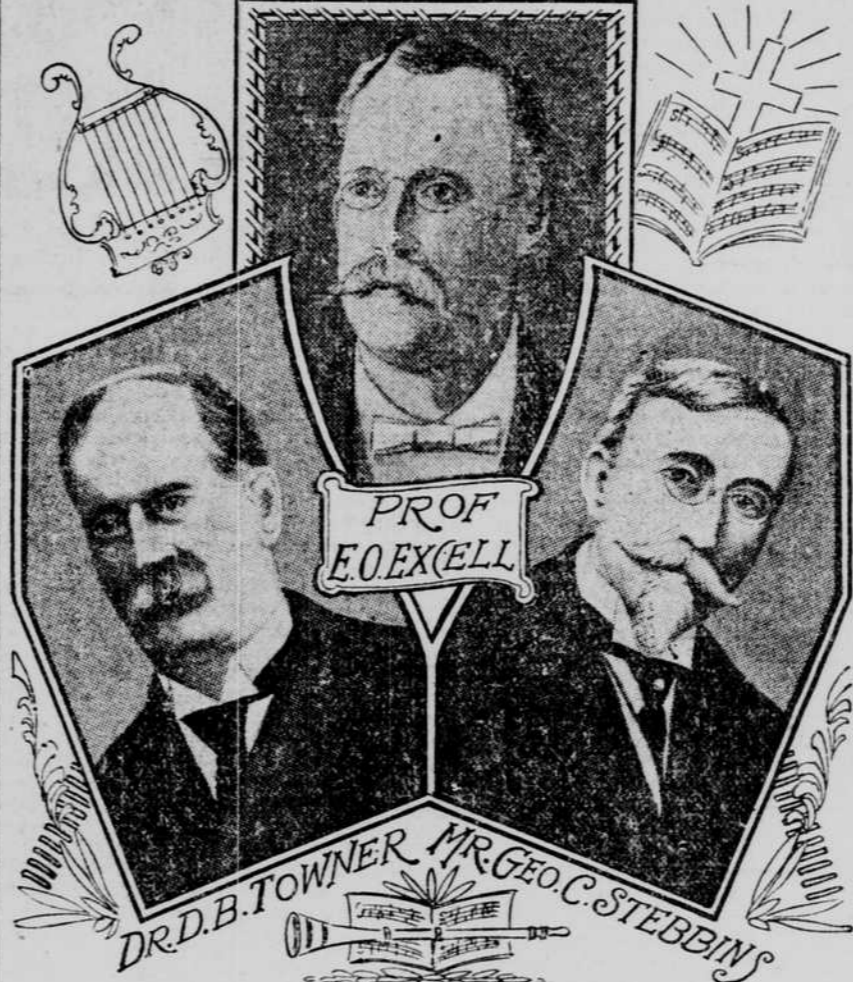
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GOSPEL HYMN WRITERS OF AMERICA

MEN WHOSE SONGS HAVE SOUNDED ROUND THE WORLD



Since the day on which Miriam sang her song of triumph over the destruction of the hosts of the Egyptians, and thus gave expression to the first hymn of which we have any record, myriads of sacred songs have been penned by devout men and women—songs that are sung wherever people meet to worship and praise the King of Glory.

But while hymns and psalms of praise stretch far back across the centuries, one department of it is of comparatively recent origin. Gospel song is a modern institution, and America is its birthplace and its home.

No one, I suppose, would venture to assert that American hymnology contains anything to be compared with the masterpieces of English collections, and yet, when we come to the field of Gospel songs, the American writers have it all practically to themselves. The explanation of this may lie in the fact that while those in England have been fed and nurtured on stately and majestic hymns, Americans have been trained in the use of Gospel songs and have thus become more accustomed to them. Whatever the cause, however, the fact remains that Americans have taught England most of the Gospel songs with which she is familiar.

Ira D. Sankey was little else than a singer, but he composed one or two pieces that were deservedly popular, and will always be indissolubly associated with his name. Among his earliest efforts at composition was his air to "Yet there is room," the words of which were written by Rev. Dr. Horatius Bonar. They were written, too, at Sankey's request. He had been singing Tennyson's great poem: "Late, late, so late, and dark the night and chill," at the mission meetings in England; but the owners of the copyright would not permit him to use it in his collection of hymns. Thereupon he asked Dr. Bonar to write words that would cover the same ground, and "Yet there is room" was the result.

Other melodies have been put to the same words by other composers, but Sankey's air holds its own place in the affections of the majority.

One of the most popular composers was James McGranahan, the successor of that sweet singer, P. B. Bliss—who, with his wife, was killed in a railway accident—as the colleague of Maj. Whittle. McGranahan was a prolific writer, and his work is of a very high standard. "Are you coming home to-night?" the words of which were written by a young lady in Scotland, possesses a strength of appeal which sinners find hard to resist, and has been used with striking blessing in every part of the world. Among his other successful compositions may be mentioned "Christ receive thy sinful men," "There shall be showers of blessings," "Thy God reigneth," "Come! Banner of the cross," and "I'll stand by till the morning." The words of this last hymn were written by Bliss.

But while these writers have been mentioned, the purpose of this article is more with the men who are hard at work to-day, and who have the ear of the whole English-speaking world. Among these I mention, first of all, George C. Stebbins, who has been a steady and a consistent writer for many years. When the output of some others is considered, Mr. Stebbins cannot be regarded as prolific, but all his work is of high merit, and his standard is perhaps higher than that of any of his contemporaries. Ever in his mind is the aim to direct the thoughts of the people more to the message of the music than to the music itself.

Unique among the hymn-writers of the present day is Dr. D. B. Towner, the head of the musical department of the far-famed Moody Bible Institute in Chicago. He is unique in this respect, that he is doing a work to which there is no parallel either in this country or England. He is a singer, a teacher, and a composer. Every day of the year men pass through his hands as they prepare for their life work—the singing of the Gospel with the fixed aim of winning souls. He trains them to take their place in church and mission work as accomplished leaders of praise, and besides that he gives instruction in composing, showing how to write hymns on a scientific basis. Some of his former pupils are to-day among the best writers of Gospel music. Dr. Towner is undoubtedly the greatest teacher of Gospel music in the world, and as a teacher of teachers he is accomplishing a work the vastness of which cannot be overestimated.

The author of the world-famed "Glorious Song," Mr. Charles H. Gabriel, is one of America's most prolific writers. He has not to look around for words; he is a poet as well as a musician, and thus between the words and their musical setting there is a sympathy that adds materially to their charm. Mr. Gabriel has a wonderful faculty for picture-drawing. His rich imagination enables him to make every line vivid and real. He grasps a phrase that gets the attention of the people, and this he works out into a chorus. His melodies are easy to carry in the head. I have heard many a musician speak in disparaging terms of the "Glorious Song," but yet there is something in that wonderful hymn that defies analysis.

Another writer whose methods closely resemble those of Mr. Gabriel—the two men, in fact, are like brothers—is Prof. E. O. Excell. He, too, is a singer, and he can write both words and music. He has written and edited many Sunday school books, and has published many anthems for church choirs. No man knows better than Mr. Excell what to give to the public. He studies their wants and provides them with what they like to have. Equally alert is he in getting ideas for his hymns. A phrase in a sermon or a remark in a conversation sometimes forms a peg on which to hang a sacred song.

There are numerous other writers in America who are producing excellent work, but of these mention cannot here be made. Peter B. Bihorn, however, deserves to be noticed. He is the composer of "Blessed Jesus, keep me white," "I will sing the wondrous story," "Holy Spirit, come in," and "The best friend to have is Jesus," all of which have met with kindly appreciation.

It's when a man gets on top that he can write his name at the bottom of a check.

DOCTORS HARD TO MANAGE
No Professional Nurse Cares for Physician as Patient.

thing of all is the mania which the doctor has for taking his temperature. If he has a moderately high fever, and is allowed to use the thermometer as often as he wishes, he can fret and worry over the result enough to send his temperature up materially. More than once, rather than exasperate a physician patient by a refusal to let him have the thermometer, and rather, at the same time, than let him know just how high his fever was, I have dropped the instrument just as I was in the act of handing it to him. Of course, I apologized for my carelessness at such times, and the regret really does not have to be all assumed, for I am at the expense of buying myself a new thermometer.



WAIT TILL HE SEES THE BILL.
"My husband has promised to allow me to choose what I want for my birthday."
"Oh, then there'll be no surprise this year."
"Won't there? I'll bet you there is, only he'll get it instead of me."

Laundry work at home would be much more satisfactory if the right Starch were used. In order to get the desired stiffness, it is usually necessary to use so much starch that the beauty and fineness of the fabric is hidden behind a paste of varying thickness, which not only destroys the appearance, but also affects the wearing quality of the goods. This trouble can be entirely overcome by using Defiance Starch, as it can be applied much more thinly because of its greater strength than other makes.

Millionaire Whiners.
Senator La Follette at a recent dinner in Washington said of the millionaires who complain about the harm that they and their affairs have suffered from attacks:
"These whiners, with only themselves to blame, remind me of a bad little Primrose boy."
"He ran howling to his mother."
"Oh, ma, Johnny has hurt me!"
"And how did bad Johnny hurt mother's little darling?"
"Why, I was a-join' to punch him in the face, and he ducked his head and I hit my knuckles against the wall!"

Preparation for Knowledge.
No man can learn what he has not preparation for learning, however near to his eyes is the subject. A chemist may tell his most precious secrets to a carpenter, and he shall be never the wiser—the secrets he would not utter to a chemist for an estate. God screens us evermore from premature ideas. Our eyes are hidden that we can not see things that stare us in the face until the hour arrives when the mind is ripened; then we behold them, and the time when we saw them not is like a dream.—Emerson.

Sheer white goods, in fact, any fine wash goods when new, owe much of their attractiveness to the way they are laundered, this being done in a manner to enhance their textile beauty. Home laundering would be equally satisfactory if proper attention was given to starching, the first essential being good Starch, which has sufficient strength to stiffen, without thickening the goods. Try Defiance Starch and you will be pleasantly surprised at the improved appearance of your work.

Gleam of Hope.
Orville Ardup—Ah, here comes that infernal bill collector!
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