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ZOOM VERSION

That these little craft are seaworthy there is no doubt, and with the increasing use of them on inland waters, especially, there is no doubt they will prove important factors in enlightening people as to the great value of inland waterways, interest in which is now awakening to a great degree.

Women's and Misses' Canvas Shoes

Worth \$2 and \$2.50. Extra Special, price per pair 75c and 90c.

ONE LOT OF WHITE CANVAS OXFORDS, plain or basket weave, blucher cut, medium heel, a regular \$2.00 Canvas Oxford at, pair 75c

ONE LOT OF CHAMPAGNE CANVAS OXFORDS, self-embroidered vamp, blucher cut, covered heel; actual value \$2.50 per pair. Extra special, pair 90c

The Boston Store

N. DIAMOND & BROTHER

Men's E. & W. Shirts

ONE LOT OF MEN'S E. & W. SHIRTS, made in the regular coat styles, in either light or dark colored, plain or figured. These shirts are well worth \$2.00. We will sell them, extra special value at, each 79c

12 1/2 and 15c Ginghams at 10c yard

New Ginghams in the neat stripes, plaids, checks, or solid colors; quality well sought for; fast colors. Extra special at, yard 10c

Specials for Monday

Look These Over and see the big Saving Values You get at our Store

Men's Pajamas

MEN'S PAJAMAS, made of light colored percales or madras, neatly trimmed and well made; worth \$1.50 the suit. Extra special at, suit 75c

Women's Black Hose

ONE LOT OF WOMEN'S LISLE GAUZE OR DROP STITCH HOSE, a very good hose, worth 55c. Extra special, pair 19c

Women's White Hose

WOMEN'S WHITE HOSE, plain weave, a good wearing kind; we have a limited lot of them. These sell at 25c a pair elsewhere. Extra special at, pair 12 1-2c

Handkerchiefs

12 1/2c WOMEN'S CROSS-BARRED HANDKERCHIEFS, the exact copy of the fine kind linen handkerchiefs, hemstitched and allover crossbar. Extra special at, each 8 1-3c

Shirt Waists

A BIG LOT OF WOMEN'S AND MISSES' SHIRT WAISTS, all beautifully made of fine lawns and swisses, nicely trimmed with val. laces, some embroidered fronts, long or short sleeves; these are worth \$1.00 and \$1.50 each. Choice at, each 39c

Women's Union Suits

WOMEN'S UNION SUITS, low neck, sleeveless, gauze ribbed, umbrella bottom, beautifully finished with lace, or tight knee length ankle; worth 75c the suit. Extra special at, per suit 47c

Embroideries

ONE LOT OF HAMBURG EDGINGS AND INSERTIONS, a good quality that sells at 10c a yard. Special Monday, yard 5c

Women's Gauze Ribbed Vests

ONE LOT OF WOMEN'S GAUZE RIBBED VESTS, low neck, wing sleeves, all sizes, including the extra large sizes; usually sell at 40c and 45c each. Extra special at, each 25c

REMNANTS'S GALORE

To close them out at such ridiculously low prices. REMNANTS OF ALL SUMMER MATERIALS IN DRESS, SHIRT OR WAIST LENGTHS.

Table Linen

60-INCH BLEACHED TABLE LINEN, a very good quality linen at 45c a yard; a limited quantity; special for Monday, yard 25c

Long Silk Gloves

OUR BEAUTIFUL ASSORTMENT OF 16-BUTTON SILK GLOVES of good heavy quality silk; genuine double tipped fingers; worth \$1.75 and \$2.00 per pair; extra special at, pair \$1.29

Tape Girdle Corsets

WOMEN'S AND MISSES' TAPE GIRDLER CORSETS, made of strong wide brocaded cantin tape, spring heels, with good hose supporters attached; generally sold at 75c. Extra special 48c

Children's Hosiery

One lot of Children's Fine Swiss Ribbed Hose, fast black, sizes 5 to 9; a good strongly woven hose for children; genuine 25c value. Special, per pair 12 1-2c

Men's Porous White Knit Underwear

MEN'S POROUS WHITE KNIT UNDERWEAR, pure white, shirts and drawers; a dandy garment, well made and finished. Special at, each 45c

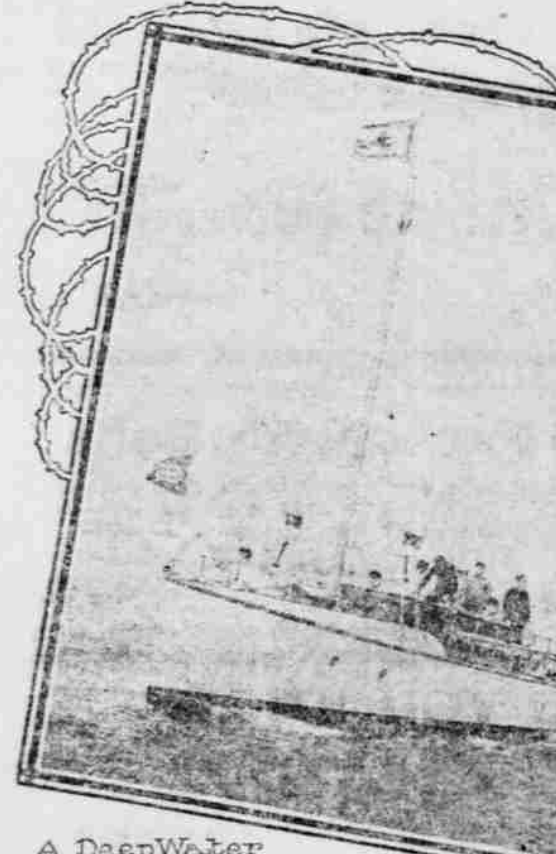
Men's B. V. D. Nainsook Underwear

MEN'S CELEBRATED "B. V. D." NAINSOOK UNDERWEAR, Shirts and Drawers, shirts sleeveless or half sleeves; drawers knee length; extra value at, each 39c

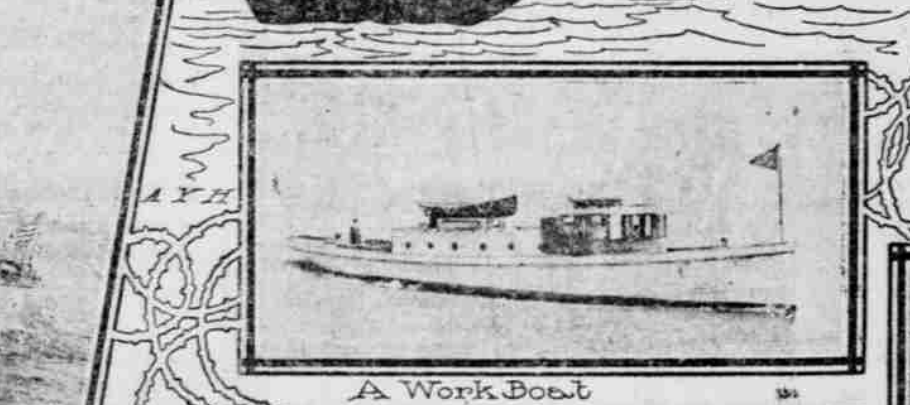
Men's Blue Chambray Shirts

MEN'S SOLID BLUE CHAMBRAY SHIRTS, made with two pockets, double stitched, good soft quality chambray made in the regular U. S. style. Extra special at, each 50c

DARING THE SEA IN SMALL CRAFT BY THOMAS WILSON



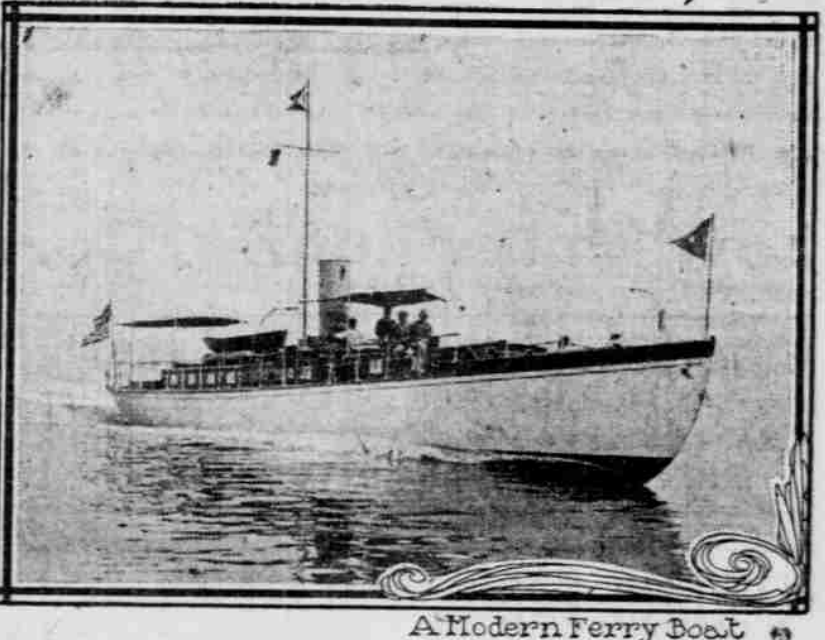
A Deep Water Cruiser



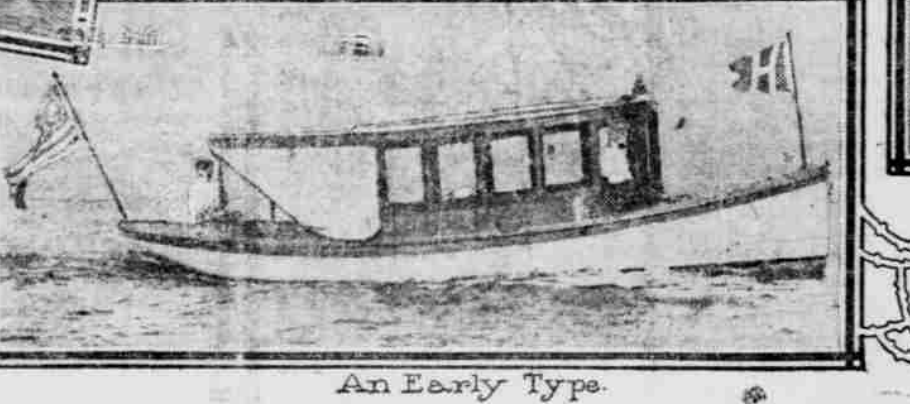
A Work Boat



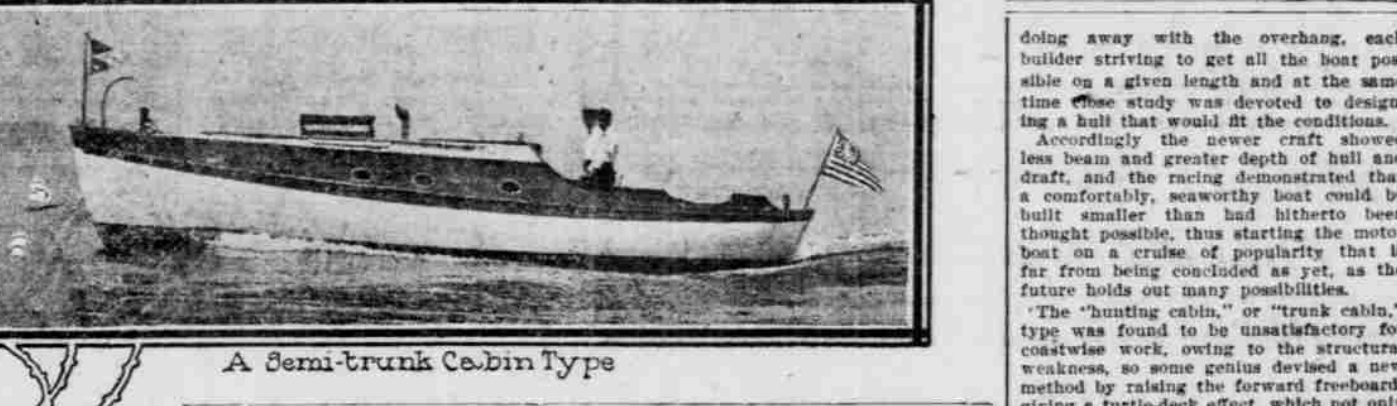
A High-powered Cruiser



A Modern Ferry Boat



An Early Type



A Semi-trunk Cabin Type

Since time immemorial those with the love of the sea in their veins have braved the elements upon the ocean in small craft, but during recent years the annual races from Sandy Hook to Bermuda and to Hampton Roads, as well as those on Long Island Sound, reaching around Watch Hill and Cape Cod, skirting the shore of New Jersey or striking out straight toward the equator and edging around Diamond Shoals, have done much to increase interest in the domination of Father Neptune and to educate young men that, after all, it is not impossible to navigate a small boat around the top of Davy Jones' locker without falling in.

Back in the early days of the Norwegian-then-these days that are beyond swift sea history—there were men who heaved the seas in small craft, and the fragments of legend and the marbling of relics of that age tell us that the vessels in which those skillful sailors sailed out and beyond the horizon were craft of exceeding small tonnage. Little better than open boats 40 or 50 feet long, not well designed nor equipped, and yet capable of withstanding the gales of northern latitudes.

The three vessels of Columbus, which were as large as any ships of the period, were scarcely larger than the ordinary two-masted coasting vessel of the present time, and yet they ventured upon a journey fraught with perils not only unknown, but not even understandable.

The present generation, however, looks upon the sea with more dread than is necessary, especially in regard to the ability of a man to cope with it with a small vessel, citing instances of where "open full powered steamers of several thousand tons burden have sailed from port never again to be spoken of. All that is true, and there is no one to deny, but it remains equally true that there are not a few who have made successful coastwise and trans-Atlantic voyages in boats that were but a few inches over 40 feet in length.

ways of the sea, but proper charts, instruments, etc. The men who are constituting this deep-water school are yachtsmen—men who love the water for the sake of the pleasure it brings to be out in the open, monarchs of all they survey, and they do not seek public notice as do those who employ freak methods. It is these freaks, by the way, who pay the penalty of their foolhardiness with their lives. For 1/2 of are usually lost, if not on their first voyage then surely on their second or third.

Until about three years ago those who went to sea depended upon wind. Then the gasoline motor was adopted as an auxiliary. Now, however, the gasoline motor has come in to general use, and the past two years has seen a complete revolution in the propulsion of yachts and deep-water motor boats have been built, thus demonstrating that if a small sailing craft can go to sea, so can a small boat with power do likewise.

The development of the gasoline engine has been little short of marvelous, and it has made such vast strides during the past few years that today there is not a body of water in this country that has not upon it a motor boat. In the building of craft of this type there has also been a vast advance, and the problem is one which is even yet in comparative infancy.

when he needs it most. Therefore a power that could easily be stowed away on his yacht out of sight and capable of bringing him into harbor in a calm was just what he wanted.

The gasoline motor soon attracted the attention of the "roving-chair fleet," those club members who do not own craft, and these gentlemen saw an inexpensive and at the same time pleasant means of enjoying the water. They took up the sport and helped it reach the present proportions, for in all the world there is scarcely a body of water that has not upon it one or more motor boats.

doing away with the overhang, each builder striving to get all the boat possible on a given length and at the same time the study was devoted to designing a hull that would fit the conditions. Accordingly the newer craft showed less beam and greater depth of hull and draft, and the racing demonstrated that a comfortably, seaworthy boat could be built smaller than had hitherto been thought possible, thus starting the motor boat on a cruise of popularity that is far from being concluded as yet, as the future holds out many possibilities.