

ZOOM VERSION

That these little craft are senworthy 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, LOT OF CHAMPAGNE CANVAS OXFORDS, self embroidered vamp, blucher cut, covered beel; actual value \$2.50 per pair.



Men's E. & W. Shirts

ONE LOT OF MEN'S E. & W. SHIRTS, made in the regular

121/2 and 15c Ginghams at 10c yard

Specials for Monday

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

Men's Pajamas

trimmed and well made; worth \$1.50 the suit. Extra special at,

Women's Black Hose

ONE LOT OF	WOMEN'S LISLE GAUZE OR
DROP STITCH	HOSE, a very good hose, worth
55c. Extra specia	al, pair19¢

Women's White Hose

WOMEN'S WHITE HOSE, plain weave, a good wearing kind; we have a limited lot of them. These sell at 20c a pair elsewhere. Extra special

Handkerchiefs

12'3c WOMEN'S CROSS-BARRED HAMDKER-CHIEFS, the exact copy of the fine kind Linen

A DeepWater

Cruiser S NCE time immeriorable those with the love of the sea in their house. Dave braved the elements upon the scena in small boats, but during recent

Remouds 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 Dismond Shoris,

and beyond the horizon were craft of exceeding small tonnage; little better than apen boats 40 or 50 feet long, not well designed acr equipped and yet capable of withstanding the gales of northern

The three vessels of Columbus, which

were as large as any ships of the period, were scarcely larger than the ordinary two masted consting vessel of the pre-

thousand tons burden have salled from port never again to be spoken. All that is true, and there is no one to deny, but

it remains equally true that there are

hours that were but a few inches over 40 leet in length. A length of the freak voyages-

Shirt Waists

Women's Union Suits

beautifully finished with lace

Embroideries

ONE LOT OF HAMBURG EDGINGS

Women's Gauze Ribbed Vests

ONE LOT OF WOMEN'S GAUZE RIEBED VESTS, low neck, wing and 45c each. Extra special at, each

REMNANTS **GALORE**

To close them out at such ridiculously low prices.

Table Linen

yard; a limited quantity; special for Monday, yard 25¢

Long Silk Gloves

OUR BEAUTIFUL ASSORTMENT OF 16-BUTTON SILK GLOVES of good heavy quality silk; genuine fouble tipped fingers; worth \$1.73 and \$2.00 per pair; extra special at

Tape Girdie Corsets

GIRDLE CORSETS, made of strong

Children's Hosiery

Men's Porous White Knit Underwear

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

Men's B. V. D. Nainsook Underwear

MEN'S CELEBRATED "B. V. D." NAINSOOK UN-DERWEAR, Shirts and Drawers, shirts sleeveless

Men's Blue Chambray Shirts

MEN'S SOLID BLUE CHAMBRAY SHIRTS, made with two pockets, double stitched, good soft qual-

BY THOMAS WILSON A Work Boat

An Early Type

ways of the sea, but proper charts, tostruments, etc.

have done much to increase interest in the dominion of Father Nephine and to chreate young men that, after all, it is not impossible to unvigate a small bout around the top of Davy Jones' locker without failing in.

Back in the early days of the Norsemen—these days that are beyond written history—there were men who braved the sens in small craft, and the fragments of legend and the uncarthing of relies of that age tell us that the vessels in which these skilful sailors sailed out and beyond the horizon were east of 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 these who employ freak methods. It is these freaks, supply freak methods. It is these freaks, by the way, who pay the penalty of their foothardiness with their lives, for it. F are usually lost, if not on their first royage then surely on their second or third. Until about three years ago those who went to see depended upon wind. Then the grapoline mater was alreaded as two masted consting vessei of the pre-cent time, and yet they ventured upon a journey fraught with periis not only un-known, but not even understandance. The present generation, however, tooks upon the sea with more dread than is accessary, especially in regard to the ability of a man to cope with it with a small wessel, citing instances of where even full powered steamers of several thousand tons burden have salled from the gasoline motor was adopted as an auxiliary. Now, however, the gasoline mo-tor has come in to general use, and the past two years has seen a complete revolution is the propulsion of rachts and deep-water motor boatraces have been held, thus demonstrating that if a small, sulling croft can go to sea, so can a small boat with power do likewise.

sunal 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 eraft of this type there has also been a cast advance, and the problem is one. a vast advance, and the problem is one i do not speak of the freak voyages—
those trips across the deep in rowheats—
but voyages made by small, well-found
yachts, such as are designed and built
for the purpose, and handled by men
who have not only the knowledge of the

solved, to say nothing of the vast pleasure to be derived from inexpensive and effectual maritime motive power.

Naphtha, or fuel, engines had been in use on small beats for sometime prior to the advent of the gasoline or explosive the advent of the gasoline or exposive engine, but they were so costly that there were comparatively few such craft owned. A min who could afford a naphtha launch was in most instances able to afford a steamer, and he preferred the latter because of its unquentionable reliability.
The first application of the gasoline engine to boats was a matter of much teterest, and I might say that this in-

terest, and I might say that this in-terest has bever larged, for the marine engine of that time was little more than a stationary eagine slightly remodeled and made upright instead of horizontal so as to take up less space.

The experiment proved a success. The gasoline engine did all that was expected of the transported the best at a fair rate of it; it propelled the boat at a fair rate of speed and it opened a new field. Like the first stationary engine, the marine engine had its drawbacks. In a boat the conditions were far different, and the en-gives made slow beadway because many men purchased them, installed them in their loots and then, without having

their loats and then, without having either knowledge of the mechanism or mechanical ability, could not get them

a large percentage of the first motor boatmen, as the users of the gasoline engine are now popularly known, were those who did more to kill the engine than to help it, yet there were a sufficient num ber to demonstrate that the "motor" had a great future and that even the first models properly handled were handy, ca-pable little affairs and able to do all that

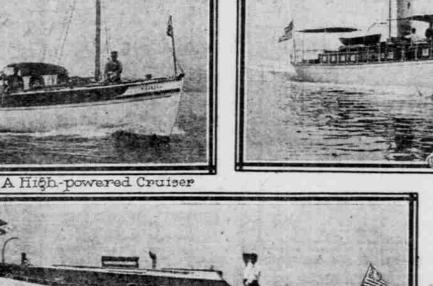
was expected of them.

The opening of the marine field to the gasoline engine, or motor, drew at once the best mechanical and inventive genius of the world toward the engine, and varions types made their appearance on the market. While all are alike in principle, yet each has its individuality, and some have many good points that others have

Commercially, the first motors offered no laducements. They were qurellable to too great a degree, and they were expensive not only to purchase, but to operate. This being the case, it devolved upon the yachtsman to foster the motor, to lear the initial burden, to pay the cost of learning and to defray the expenses of many inventors who sold him their experiments, some of which proved worthy of merit and some of which did not.

The yachtsman who had up to the in-

The yachtsman who had up to the in-troduction sof the motor depended upon either steam or wind for his picasure took an interest in the new power, especially he of the sail power, for he had learned that while the wind blows hard at times, it fails to blow at all just those times



A Semi-trunk Cabin Type

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

Just what he wanted.

This great desire led to the adopting of engines as auxillaries on salling yachts, for the yachtsman, knowing the fralities of the motor, was loth to depart from sall power and depend upon that of which he was eyen less sure. In a comparatively short time, however, the gasoline motor began to speak for itself, and then came the era of the launch. The first of these craft were either small open boats these craft were either small open boats built without any particular lines for speed, or else they were built designed originally for naphtha engines. Many owners of naphtha engines took them out and put the gasoline motor in, and since the change could be readily made it was not necessary to make many alterations to the boat. The gasoline motor soon attracted the

attention of the "rocking-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.

As with the sailing yacht came the races and with the races closer attention was given to the designing of holls, while the manufacturers devoted their energies to building the smallest possible motors with the greatest possible power, until now not only have buil lines been brought now not only have built these seen brought to the diest possible point, but the motors that go into a six foot engine-room develop 300 horsepower and drive the creft at express train speed.

The motor boat has to a great exent

The motor boat has to a great extent displaced the small steam yachts that were formerly used by new who live along the tax on overall length, caused the

the water and who have their business in cities, going to and fro each day. The motor, too, has taken its place in the commercial sphere, and now there are craft of every type equipped with them, from a constwise schooner to a boarding-house runner, and even the part washer-women no longer row around the harbors. The bumboatman uses a motor boat, while the port missions who look after the spirthe port missions who look after the apri-itual as well as the physical welfare of poor Jack have joined in the march of progress. Even the small ferryman no longer rows across the busy stream.

Until about three years ago, however, the motor boat was looked upon as a craft only suitable for inland waters, and the yachtsman who suggested taking one of yachtsman was suggested taking one of them out on the ocean was considered to be little short of foolhardy. Those who thought they knew it all declared that the motor, even though it had reached a high stage of efficiency, was not thoroughly reilable, and predicted all surts of disas-

knew. They were skilled in the manage-ment of their engines, and one by one they rentured out upon the bosom of the sen and skipped along the coast from port to port, arousing the greatest interest

to port, arousing the greatest interest wherever they put in.

Despite the harpings of critics, most of whom knew little or nothing of their subjects, the possibilities of the constwise motor boat were recognized, and then followed the development of a boat of this type, the further development of which is now in progress and with which excellent results are being obtained.

The first genuine craisers were what was known as the "hunting cabin" type, and they resembled a cathoat without a mast, and the overhand aft was carried out just as in the sailing model. The beginning of the long-distance races, with

doing away with the overhang, each builder striving to get all the boat possible on a given length and at the same time obse study was devoted to designing a hult 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 hoat 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.

'The "hunting cabin," or "trunk cabin," type was found to be unsatisfactory for constwise work, owing to the structural sible on a given length and at the same

A Modern Ferry Boat

constwise work, owing to the structural weakness, so some genius devised a new method by raising the forward freeboard, giving a turtle-deck effect, which not only produced a better seabout, but also cheap-ened the cost of construction, as it be-came merely a matter of building the sides higher. This type is now the ac-cepted model, and it has proven all that

could be asked.

The placing of the engine has also been a matter that has been given attention. The earlier boats had their engines in the cockpit and exposed to the weather, save the protection of curtains, but a little experience thight that a matter must have care so it was placed. but a little experience taught that a motor must have care, so it was placed just inside the cabla. Some builders, then experimented with placing engines amidship and even further forward, until some had them right in the bows. It was found, however, that the best place for a motor in the cruiser is just forward of the midship section, this because the

was found, however, that the best pixel for a motor in the cruiser is just forward of the midship section, this because the raised deck is carried to just aft of the midship section, with either a finsh deck or a deep, roomy sockpit extending to the stern. Consequently, the midship section is too valuable for cabus accommodations, so the motor had to go forward.

The cruisers range from the feet to 90 feet over all, though there are a few that are more than 100 feet long. In them speed has been sacrificed for comfort, for even the big boats do not make much more than 15 miles an hour. As the construction of the cruiser is heavy so are the engines that propel them, so that, instead of a craft that can knock off 20 knots an hour in smooth water and tremble from stem to stern in a sea the cruiser plugs along at a 10 or 12 mile gait as steady as a house.

That these little craft are senvorthy there is no doubt and with the increasing use of them on inland waters, especially, there is no doubt they will account in supportant factors in callightening

