

BURROS OF THE SEA PLY UPON THE PACIFIC, LUMBER BOATS HAVE RECORDS FOR VALOR

Not all deep-sea faring is done in ships whose beauty has preserved them in prose, poetry, or paint. Much of the world's most valuable work on the Seven Seas has been—and is being—done by a stubby little craft whose bows have seen more ports than the swiftest of all the clippers and whose keels have scraped acquaintance with more kinds of mud than any submarine ever felt, says Emmet Duncan in the Boston Transcript.

Just as the burro, that little brother of the mule which forever bears the cross upon his shoulders, was the real winner of the West, so there are burros of the sea, patient, stupid-looking, pug-nosed ships, developed upon the Pacific, reaching their peak by numbers and prominence in the World War, and still nosing their noisy way into almost every port from Manila to Barrow and from San Diego to Vladivostok, real winners of the timber-cargo-carrying race on the Sunset Sea.

They are the lumber schooners, of a type seen seldom anywhere except on the Pacific, but with a history of daring almost equal to that of the mine-sweepers and far exceeding the record of any other merchant ships on that ocean. Quite probably no other ship has the capacity for work, or the adaptability to its job, of the lumber schooner. What the burro is to the trailless desert that steam driven, squat carrier of pine and fir is to the little known ports and parts of the western shore of America and the eastern coast of Asia.

Like Columbus' Caravels

In spite of its seemingly bad figure and its general ugliness, the steam schooner more than any other one factor is responsible for the present prosperous and profitable condition of the great lumber industry of America in the States of Washington, Oregon and California. Without its high poop and low-run deck, giving it the appearance of one of Columbus' caravels with an engine installed, the Pacific slope never would have come into its place as the greatest timber producing section of the world. Devised and developed for this exclusive purpose, the little schooner proved its adaptability during the World War, when it went promptly and efficiently into service, carrying not only lumber, but food-stuffs across the Atlantic.

The steam schooner is as truly a Pacific coast type as the New Bedford schooner or the Gloucesterman is distinctively eastern. Its build is completely its own, all for seaworthiness, with no regard for comfort and not much for speed. The bow is raised a high forward deck providing space for the donkey engine, winches

and other deck gear. This deck drops off suddenly into a deep well deck which extends far aft, where are placed the pilot house, quarters for the officers and a few cabins for passengers, since the lumber schooner is jack of all trades—passengers carrying providing a profitable side line between small ports.

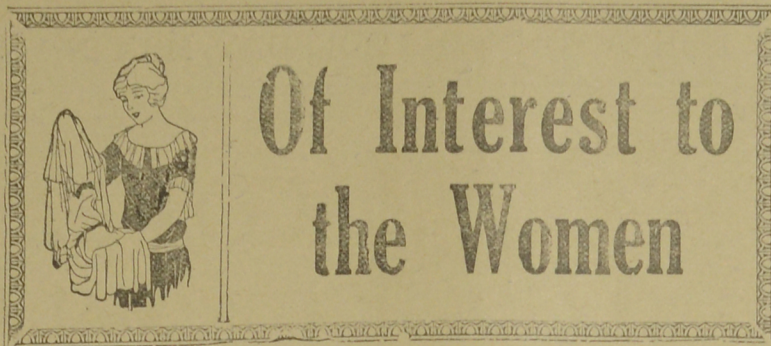
With the long well-deck completely filled with lumber, piled and lashed with great steel cables, the lumber schooner further carries out the picture of the burro all packed for the trail. The engine is set far back and there are two or three stubby masts, once used for auxiliary sail power but now mainly is carriers for cargo booms and their tackle. The hulls are built like those of the ice crushers of the Great Lakes, so heavy and thick that running on a rock never disturbs the skipper, who merely sends a man with a pack forward, and the latter raises her off and over the obstruction. Likewise each well-found schooner carries a large sprinkling pot. When she hits a sandbar a man goes forward, sprinkles the bar and the ship floats off.

Pirouetting "Pelican"

To the old Pelican, steam lumber schooner, goes the legendary honor of being the first twin-screw vessel on the Pacific Coast. More than this, she had two separate engines, not connected, but each operating a propeller. It is told that when either of these engines broke down the other would swing the Pelican completely about and head her in another direction in spite of all that the man at the wheel could do. The Pelican eventually was purchased by a South American republic for conversion into a gunboat. There all trace of her is lost, at least as far as the writer has been able to follow her.

Not more than two hundred feet long, with beam of about fifty feet, these schooners cost from \$50,000 to \$200,000 to build, depending on size, though now and again one can be purchased for considerably less. Nearly all are oil burners, and nine or ten knots is the average speed. More than half the lumber cargo is piled on the well-deck, often up to twenty feet above the flooring. A huge cylindrical tank, half-sunk in the deck transversely amidships, is the favorite place for the fuel supply. The tank is completely covered with lumber when the "burro" is loaded.

In spite of this loggy construction and heavy loading, these schooners can be loaded and unloaded with greater speed than almost any ship afloat, while their draft, with minimum cargo, is less than that of any



Of Interest to the Women

THE MODE IN SUMMER

Smocking and peasant embroidery are seen on many of the most interesting summer frocks in sheer voiles crepes andorgettes.

Basque styles are very much the mode in organdies, voiles and other summer frocks. Often they are made with sheer, delicate fichus, giving a quaint, old-fashioned note.

A new idea in the slip is a wrap-around. The wrap-around portion provides the necessary shadow-proof treatment, while this style does away with fullness at the waistline, gathers and pleats, providing at the same time, plenty of fullness for walking.

The gabardine trench coat, either belted or scarfed and rubberized tweeds are among the novelties for rainy day wear. These seem to have superseded the ubiquitous colored raincoat although many bright colors still are seen. Usually they come in shades of dark gray or beige.

Shadow proof step-ins with panel front and back are a practical item in the lingerie departments as they obviate the need of slip or petticoat with short summer frocks.

Multi-colored confetti dots scattered on a white ground are the form taken by prints in many new lingerie sets which include pajamas or night-gown step-ins and bandeaus or "shirts and shorts" boyish underwear of feminine materials.

MAPLE MOUSSE

One cup maple sugar four eggs, one pint whipped cream one teaspoon vanilla.

Beat the eggs very light add the syrup and cook until it thickens, stirring constantly. Place the dish in a pan of ice water and stir until creamy add the vanilla and the cream (whipped stiff). Fill a mould and pack in ice and salt for four hours. For the packing use four parts ice and one part salt.

PINEAPPLE PARFAIT

One cup cooked shredded pineapple, one quarter cup pineapple syrup one third cup cream, juice one half lemon, three quarters cup sugar.

Put the cooked pineapple through a strainer and press all the pulp through. Add the sugar, syrup and lemon juice and when the sugar is dissolved, add the whipped cream.

other coasting steamers of the same size on the Pacific. Their seaworthiness may be judged by the celebrated exploit of the Samoa, commanded by Captain P. Johnsen, which cleared from San Francisco during the Russo-Japanese War, bound for Vladivostok with a general cargo for the Russians. She crossed the Pacific in the time of worst storms, ran the Japanese blockade, unloaded her cargo, all in good condition, slipped back through the blockade and returned to San Francisco before the Japanese knew that she left the California port. At least seven other lumber schooners of the same type were engaged in blockade running during that war. So far as I have been able to learn, none was captured.

Some Survived Freezing

When the gold rush to Alaska started in 1898, and the secondary rush to Nome two years later, the lumber schooners were the first ships into the business of carrying the miners to the gold fields from Washington, Oregon and California. Some of the sturdy little craft went into this game so early and stayed so late beyond the limits of open water that they were frozen in and crushed. A few survived even this treatment, their heavy hulls slipping up through the closing ice and gently careening on one side to be rescued again when the ice broke up in the spring.

GOOD COAL!

JUST ARRIVED A CAR LOAD OF
SPRINGHILL COAL

Only \$11 per ton.

R. T. BAIRD
PHONE 413-11

Philosophy is wisdom that creeps into the mind thirty minutes too late for use.

Cook's Regulating Compound

A safe, reliable, regulating medicine for women. Sold in three degrees of strength No. 1, \$1. No. 2, \$3. No. 3, \$5. Sold by all druggists, or sent prepaid on receipt of price. Free pamphlet. THE COOK MEDICINE CO. Toronto (formerly Windsor) The Proprietary and Patent Medicine Act Registered

FERGUSON'S SOFT DRINKS

Are the best. Try our

STONE
GINGER
BEER

F. H. FERGUSON
COR. NORTHUMBERLAND and
BRUNSWICK STREETS.

R. J. Prof. Eng'r N. B. Mem. R.A.I.C.,
Associate Mem. Eng'r Inst. Canada
Mem. American Ass'n Eng'rs.

WEATHERHEAD & WALL

ARCHITECTS and STRUCTURAL
ENGINEERS
60 Prince William St. 'Phone M.5980.
Saint John, - - N. B.

THE DAILY MAIL

Is on Sale at the following
places of business in the city:

J. H. HAWTHORNE Est. Queen Street
WESLEY ERB, 266 York Street.
ALD. W. G. QUINN, 147 Westmorland
Street.
ALONZO STAPLES, 100 York Street
A. J. HANLON, 83 Regent Street.
RAY BARKER, Corner Carleton and
King Streets.

THE WINDSOR

THE OFFICIAL A. A. A. HOTEL
The Home of the Tourist, the Business
Man, the Commercial Traveller.
Running Water. Private Bath.

Fredericton, N. B.

CORNER WESTMORLAND and
BRUNSWICK STREETS.

J. A. McADAM Undertaker

REGENT STREET

Best and Most Modern Funeral
Equipment in the City.
Residence Telephone 1047.
Business Telephone 1147.

HANSON, DOUGHERTY AND WEST

Barristers, Solicitors, etc

CARLETON CHAMBERS

61 CARLETON ST. FREDERICTON

DR. G. R. LISTER Dentist

BURCHILL-WILKINSON BLDG.
Queen Street, below Regent.
PHONE 531-11.

W. J. IRVINE, L. D. S., D. D. S.

POST GRADUATE

CHICAGO COLLEGE OF
DENTAL SURGERY

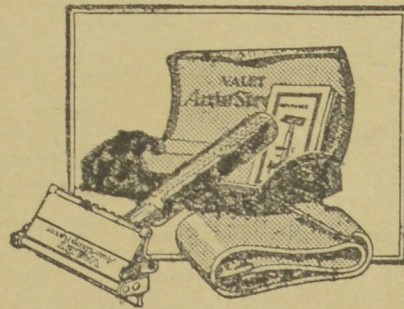
OFFICE—
Corner YORK and KING STS.
'PHONE 398.

HERE IS A

REAL BARGAIN

Valet Auto Strop Safety
Razor at Less Than Cost!

30^c.



30^c.

(25 Cents if no Postage is required)

CUT
OUT
THIS
COUPON

Mail Printing Company
Fredericton, N. B.

Enclosed find the sum THIRTY CENTS
for which please send me A Valet Auto Strop
Safety Razor and case.

ADDRESS _____

AND SEND IT TO

THE DAILY MAIL OFFICE

327 QUEEN STREET, FREDERICTON, N. B.

WE HAVE THE

GOODS

We have everything in Fishing Lines,
Hooks, Flies, Rods and Reels.

Our Stock is best English Goods.

We have everything that Fishermen
need.

HIP BOOTS FOR \$7.50

The price on Fishing Nets and all Fish-
ing Tackle is cheaper than ever before.

ALL KINDS FARM BOOTS

CURRIE BROTHERS
QUEEN STREET, NEXT GRAND HOTEL