

SAILING SHIP IS HERE TO STAY, IS DECLARED

In Combination With Power, Sail Proves to Be Cheapest Propulsion Method

(Christian Science Monitor) The sailing vessel is a thing of beauty, perhaps on the whole, the finest example of applied art which man has ever achieved. Look for instance, at one of these magnificent full-riggers built in the heyday of sail, in the '70s or even the 80s of last century. Her hull with its graceful sheers, sweeping up to the bowsprit, the keel yet strong cutwater, the well-balanced curve of stern and counter; her soaring masts and spars, which look as the casual observer so slender, are strong enough to bear up the weight of all her soaked canvas in the fierce Atlantic gales or the stormy westerlies which buffet round the Horn; her network of hemp and wire, in which every intricacy is part of a well ordered plan; her sails, either a well lashed gaff in generous curves of sunlight and shadow, or furled against her yards like a sea-bird's folded wings. Everywhere is something which pleases the eye just as it satisfies the practical sense of the beholder.

On board what a difference from the stark utility of the average steam tramp! In place of the decks streaked with rust and grime and runnels of oil there is the white scoured planking, caulked at every seam with tar and oakum, and as clean as holystone and elbow-grease can make them. In place of the unsightly machinery there are coiled ropes and racks of capstan bars, and picturesque looking pinnacles and galleys, not without their touches of traditional adornment in the way of heading and ornamental brasswork. In place of whiffs of hot air and engine grease and smoke and steam there are the clean sailing ship smells of pitch and paint and hempen ropes and tarred yarns and boiled oil.

Be it admitted that there is an observer to the medal in all these respects. Take the matter of smells, for instance. There can be unpleasant smells on board sailing vessels. Bilge is proverbially human and the sea smells of sea and harness beef is capable of smelling like nothing else in the world. But the pleasant odors are the characteristic ones, and the sea smells—the smell of salt and wide spaces—somehow clings to wood and hemp and sail cloth as it never does to iron plates and wire ropes and funnels. There is the charm of a historical continuity leading back to the very beginnings of navigation. There is a wide gulf, it is true, between the steamship and the sailing ship. From which it is believed all sails are more or less developments, and the stately square rigger; but the thread is there all the same. And between even the most highly developed sailing vessel and the steamship there is a break. The steamer has not grown naturally out of the sailing ship. It is the outcome of a new order of things, of a new line of human effort, and the sail driven vessel, too, stands as the symbol of mystery and romance at sea. Once out of sight of land it is as much cut off from the rest of the world as ever in the days of the early voyagers. The steamboat sailor never really loses touch with the land—less so than ever with the coming of wireless telegraphy; and hence his ship, never the little world apart that the sailing ship must be to its inhabitants, is the day of sail over? A few years ago many people would have answered that question in the affirmative. Square-riggers, there is no doubt, are decreasing in numbers; but recent years have witnessed a remarkable revival in the building of sailing craft. Most of the new sailing vessels are fitted with internal combustion engines for use in calm or contrary winds, the sails being brought into use in favorable weather. And the sailing ship of the future will most probably be the fore-and-aft type familiar for many years on both coasts of the American continent, especially in the lumber trade.

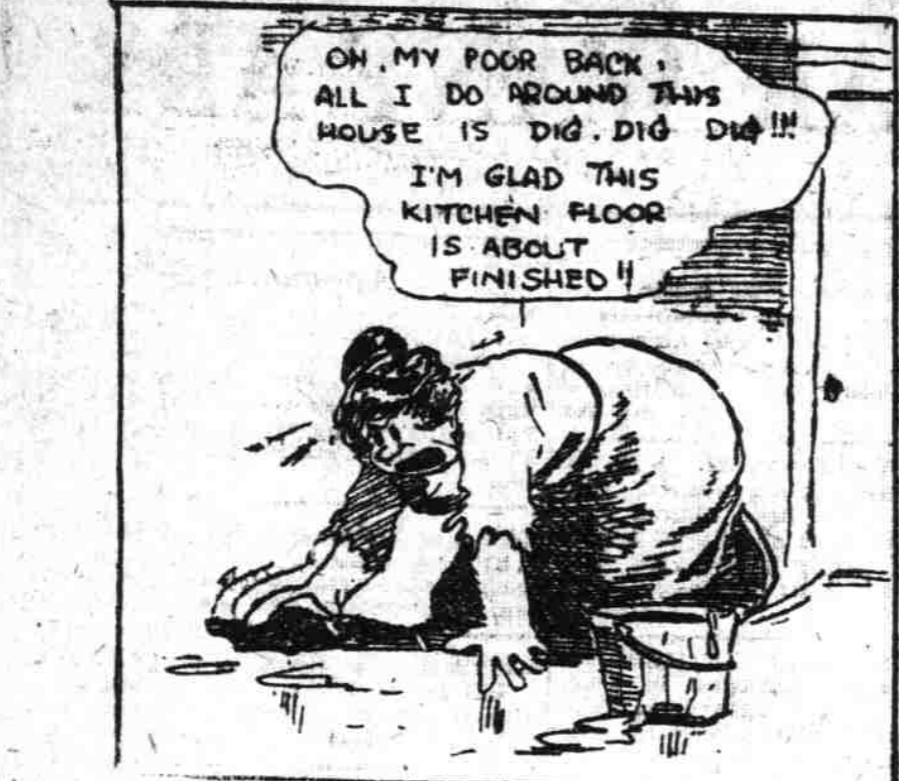
They are considered remarkably handy vessels, especially adapted to sailing close-hauled, that is, as near to the wind as possible. And since sail must always remain the cheapest form of propulsion, it would seem likely that especially since the coming of the internal combustion engine so adapted for combination with sail—the threatened disappearance of the sailing ship from the seas will never come to pass.

A goodly soul once wrote a poem About some doughnut holes; An awe-inspiring work of art That thrilled your very souls; We wish not to appear unkind Or dole out any knockers. BUT If holes are so important, Why not write of undared socks? —Cartoons Magazine.

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BARNEY GOOGLE—Words are unnecessary.



ITALIANS DISSATISFIED WITH INDEMNITY PLANS

Want Larger Share of German Reparations Than Ten Per Cent Allowed

ROME, Feb. 24.—Italy is far from being satisfied with certain terms of the agreement relative to German reparations, as indicated by a note sent by the parliamentary committee of foreign affairs and finance, of which Signor Luzzatti is chairman, to Count Sforza, the Italian foreign minister, at London. The note says that Italian public opinion and the Italian parliament look with disfavor on the share of 10 per cent of the German indemnity assigned to Italy. They consider this an injustice and contend that the Italian share should not have been less than 25 per cent, at England, which was not invaded by the enemy and had no greater losses than Italy, is to receive 25 per cent. Indeed, says the note, England gained greatly through freights and exchange. It is further contended that Italy's share should come immediately after that of France, which receives 52 per cent, as France alone exceeded Italy's losses. The note considers it absurd to grant a share to Serbia, whose damages were less than those of the United States, this being necessary to re-establish European production and normalize exchange, without which, it declares, American commerce will be injured. The question of debts abroad, especially in America, it concludes, must be connected with the question of German reparations.

WARSAW BUSINESS CHANGES

(Special to The Star) WARSAW, Feb. 25.—There have been several changes in places of business here recently. The Quinn-McGowan Furniture company moved to their handsome three-story building on the west side of Main street, this being the first store to be built on that side of the railroad. Owen-Browder Hardware company are now occupying the store vacated by the furniture company.

GERMAN-ITALIAN NUPTIAL ALLIANCE IS ANNOUNCED

An Italian writer in the Deutsche Tageszeitung points out the influence which the wedding of the Princess Maria Bona, of Savoy, with Prince Conrad, of Bavaria, may have on the fate of Europe. Princess Bona's mother is a princess of Saxony and her father Duke Tomasso, of Genua. Prince Conrad is the son of Prince Leopold, of Bavaria, and Princess Gisela, sister of the old Emperor Franz Joseph, of Austria. At the wedding members of the two houses, Hohenzollern and Hapsburg, united with Italy until May, 1915, will be presented, also the Italian king and queen, and the queen mother and the princess of the houses of Savoy, as well as Giolitti, the Italian premier. The duke of Genua is the same who was in command of the Italian fleet at the time of its visit to the French navy at Toulon and during the war held the position of royal governor of Rome. "It is this not ideal," asks the writer. "It is a return to humanity which has been, in hiding so long, but in Italy could not remain hidden al-

ways. It is a great advantage to Italy that she is still capable of being human. There are two countries in Europe which have no longer this capacity. The new Italian ambassador in Berlin, Senator Frassati, published an article in the Stampa, in which he reduces the causes of the present misery to the following formula: "Germany can not compensate France for all the war damages without committing suicide herself, and France is not able to give up demanding from Germany to be her slave without putting an end to herself." Frassati calls attention to his warning, which he so often repeated during the war, not to go on to the very end, for the end would mean misery for everybody. The well-known General Benicvenga has also written an article on the subject in which he says that France's military effort because of the fear of Germany is killing her. France in her fear and anxiety does not see that the real arms that Germany possesses and which she is preparing are those of intellect, an arm which no treaty can take away from Germany. "The French government hopes much from the Italian, and has lately done service to Italy. Millerand personally did much towards bringing about the treaty of Rapallo. Italy will not be ungrateful, but she will not help France to new adventures."



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