DAY OF THE SCHOONER RIG ON BIG VESSELS

HOW TIME HAS CHANGED THE ORIGINAL LATEEN TO MODERN SAIL.

One Weakness of Schooner Rig Which Still Keeps the Square Rig in Use—Fresh Water Vessels.

In ancient times all craft were lateen-rigged—a rig still in use and practical enough for small vessels, though unfitted for large. As hulls grew larger the lateen sail changed in shape, losing a small triangle from its forward end, which allowed the yard to rise from the deck. In this stage of development it had become the sail now used on Malay prnas and pirogues. Time passed and the long, slender yard shortened to a small spar, the sail received more hoist and the lugsail was evolved.

From this sail sprung two varieties, the square sail of the Viking ship and, later, the nameless, though familiar, form used as the principal sail of schooners and sloops—the first best in running before the wind, the other best in tacking—the square sail obtaining favor in large vessels from its convenience of handling aloft, the schooner sail—until lately—relegated to small craft because of its swinging gaff which left the upper and after corner of the sail unrestrained by anything but the after leach, or edge. A very large sail of this pattern could not be handled with an ordinary crew and a series of small sails, set one above the other, could not be controlled by any system of gearing. Hence the continuance of the square rig in large vessels long after seamen knew that a schooner could head two points closer to the wind than a ship, was speedier and more easily handled in all positions except dead before the wind, and was much cheaper to equip and maintain.

For this reason, however, the schooner rig was combined with the square when practicable. Small ships became barks, small barks became barkentines, the brig evolved into the brigantine, which is now adopting the better features of the topsail schooner—and the original topsail schooner atavistically sent down her yards and relapsed into the parent type.

But in spite of the advantage gained in speed, convenience and economy, the gradual drift toward the schooner rig has been held in check by the undisputed necessity of dividing a large sail area into parts small enough to be handled and perhaps, also, by the one strong points of the square rig—safety in running before a heavy gale and sea. Brigs and topsail schooners have about disappeared but ships, barks, barkentines and brigantines are still being launched, and it will so continue until ship owners and builders realize the superiority of the one craft yet designed which can compete with a large ship in bad weather—the multi-masted schooner, with its five, six or seven short masts supporting an aggregate sail area equal to that of a ship and but two stories high—within easy reach of the deck.

This type of vessel can be built as large as the largest ship; it can be managed by half the men required aboard the more complicated square-rigged craft; it can take to the high sea and keep it; it can beat to windward in a sea that would throw a ship to leeward; it can go about—head to wind—in a sea that would force a ship to wear, and it can wear, by means of its numerous points of wind contact, nearly as safely as can a ship—nearly as safely, because the rig has a weak point which asserts itself in wearing; it is, that the largest sail aboard is placed upon the mast farthest aft, a weakness which has been peculiar to the schooner rig since the day when the large sloop developed into the two-masted schooner instead of the evenly balanced and convenient yawl, which carries her largest mast just abaft where a schooner's foremast is placed, and, well aft, a small mast called the jiggermast. That this method of balancing fore and aft canvas is the best known is evidenced by the fact that tender racing yachts adopt the rig in crossing the Atlantic.

But the early builders of schooners, for some inscrutable reason, perpetuated the large mainsail, and when the three-masted schooner was born, instead of shifting the two masts forward and raising a third smaller mast aft, which would have abolished the weakness, they spread them apart and placed a mast between them of a length intermediate between the two, still keeping the largest sail aft, and the fashion having been thus established has been adhered to, even in the sparring of four, five and six-masted vessels.

The immense traffic on the Great Lakes and the more frequent action of the law of survival have in the century now ending, forced the evolution of the primitive sailing craft through all the various compromises until it has finally lodged in the steam vessel. In the early part of the century there were full-rigged ships and brigs on the lakes, with the original two-masted schooner and large sloop. The last two, fitted to survive in shallow waters, can still be seen, but, with a lee shore all about them, the early ship and brig disappeared, leaving barks, barkentines, brigantines and the small schooner of two masts. Then died the bark, later the brigantine, and from the barkentine was evolved the three-masted schooner with short mizzenmast, which for a time retained one feature of her parent rig, a foreyard and brailing square sail, above which she carried a triangular sail called a raffee.

Then, until their final going down in the competition with steam, existed the finest type of large sailing craft ever designed—oak-built, clipper-bowed, three-masted, centerboard schooners—with short lower masts, long topmasts, heavy booms and light gaffs. Their masts were proportioned like those of a ship, retaining this feature through the graduations of bark and barkentine. In the few four-masters evolved in their short life the jigger mast was still smaller than the mizzen, and in the one five-master the spanker mast was smaller yet.

It is a pity that the deep waterway now contemplated between the lakes and the seaboard could not have been in operation before the extinction of these splendid vessels—so that a few, coming down to our seaports, could have been inspected by the more conservative salt water builders to the improvement of their minds and methods, for, in the rig of the fresh water schooner the weakness of the salt water schooner—the difficulty of jibbing the spanker before a strong wind—was removed. The small mizzen, as the spanker is called on the lakes, though small enough to be hauled aft by one watch was still large enough to becalm, by skillful steering, the large mainsail just before it, which also becalmed the foresail. Beginning with jibs, all the becalmed forward canvas could be hauled over by the watch on deck; then, to finish, but a few strong pulls on the light mizzen sheet were needed and the job was done.

A Village Blacksmith Saved His Little Son's Life.

Mr. H. H. Black, the well known village blacksmith at Grahamsville, Sullivan county, N. Y., says: "Our little son, 5 years old, has always been subject to croup, and so bad have the attacks been that we have feared many times that he would die. We have had the doctor and used many medicines, but Chamberlain's Cough Remedy is now our sole reliance. It seems to dissolve the tough mucus and by giving frequent doses when the croupy symtoms appear we have found that the dreaded croup is cured before it gets settled." There is no danger in giving this remedy for it contains no opium or other injurious drug and may be given as confidently to a babe as to an adult. For sale by Benson, Smith & Co., general agents, Territory of Hawaii.

By Authority.

In the Circuit Court, First Circuit of the Territory of Hawaii. In Probate—At Chambers.

In the matter of the estate of Benjamin E. Steigmann, late of Honolulu, Oahu, deceased, intestate.

Petition having been filed by Emma Steigmann, widow of said interstate, praying that letters of administration upon said estate be issued to M. Dollinger, notice is hereby given that Monday, the 19th day of November, A. D. 1900, at 10 o'clock a. m., in the Judiciary building, Honolulu, Oahu, is appointed the time and place for hearing said petition, when and where all persons concerned may appear and show cause, if any they have, why said petition should not be granted.

By the Court:

J. A. THOMPSON, Clerk.

J. A. MAGOON,
F. E. THOMPSON,
Attorneys for Petitioner.

Honolulu, October 17, 1900.

NOTICE.

Notice is hereby given that the Pearl City cemetery will be open for interments on and after Monday, November 5, 1900. A special funeral train will leave the railroad station at 2:15 p. m. daily, remaining at the cemetery until after all interments.

The rates for transportation are one dollar for the corpse and fifty cents for the round trip for mourners.

Lots are now on sale at the office of the company, ranging in price from $10 up, according to location and size. No other charges of any nature.

HAWAIIAN CEMETERY ASSOCIATION, LTD.,
Room 3, Love Building. Fort St.

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Electric wires will get crossed and are a source of great danger to life. This hazard and all others of an accidental nature may be covered by one of those liberal accident policies issued by the solid old Pacific Mutual. Policies issued while you wait. Clinton J. Hutchins, general agent, 409 Fort street. Life accident, fire and marine insurance.

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CLASSFIED ADVERTISEMENTS.

Classified Advertisements in this column will be inserted at 10 cents a line first insertion; 5 cents a line second insertion; 25 cents per line per week 35 cents per line two weeks, and 50 cents per line per month.

WANTED.

WANTED—Anyone seeking a position. Call on Atkinson, room 11, Magoon building.

WANTED—Respectable Portuguese or white housemaid; good home and fair wages. Call R. W. Atkinson, Magoon Block Merchant St. Removed from 46 Merchant St.

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FOR RENT—Two new brick stores, plate glass front on Hotel street. Apply to J. Oswald Lutted, New England bakery.

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LOST.

LOST—A safe key and a postoffice key. Reward for return to The Republican.

LOST—A bay horse with a white spot on left fore shoulder has been lost. Horse is the property of Robert Parker, Jr., and if returned to the police station a reward will be paid.

LOST—By accidental gate opening, a large bay-colored Californian mare, weight about 900 lbs.; faint star on forehead; fat condition; a little puupuu or irritation on face, but hearing right hind foot a little white. Finder please notify police station and reward will be paid.

STOLEN—From in front of Chas. Lind's restaurant, Nuuanu street, a black pacer horse in saddle; white spot on forehead and branded "T-E" (connected) on right hind leg. Liberal reward if said animal is returned to police station.

FOUND.

FOUND—A bicycle at the office of Burnette & Decker, on Thursday night. Owner can have same by proving property and paying for this advertisement.

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Having succeeded to the old established business of the late Robert Grieve, it will be our aim to uphold the reputation so long held by him for first class work in every department of the printing office, while our increased facilities enable us to fill orders such at shorter notice than heretofore.