DESERET EVENING NEWS SATURDAY AUGUST 28 1909



HOSE who live in the large sca-coast cities of this country and catch chance glimpses of the shipping of the seven seas from wharf fronts and ferry boats, probably io not realize as they see at rare intervals a sailing ship leaving or entering port how near they are to witnessng the final disappearance of the "square rigger" as a factor in international commerce.

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Ten years ago statistics showed that there was a slight increase in the numthere was a signt increase in the num-ber of sailing ships built, particularly in Glasgow, and some shipping agents feelared then that steam would never entirely drive out sail as a motive lower for freight ships covering long distances, owing to the great saving in coal consumption in cases where the cargo was not perishable and time was not of prime importance. These views in coal consumption in cases where the cargo was not perishable and time was not of prime importance. These views have not been borne out by the devel-opment of marine commerce, however, says the New York Times. The perfection of devices to save coal con-sumption, taken with keener competi-tion on the part of those supplying world's produce to get their goods to market, with as little delay as possible, have made it harder and harder for the have made it harder and harder for the ewners of deep sea sailing craft to get cargoes. This is not so true in the case of schooners, which require small crews, as it is of "square riggers." which need many hands. But even with the schooners the writing on the wall is so plain that he who runs may

rend. Nowhere is the passing of the "square rigger" more manifest than in a walk along the shores of the East river in this city from Hell Gate to the Battery. Five years ago at this time of year any number of what in the old days would have been called "packets" could be seen fitting out for trips around the Horn or for ports in the China seas. A visit to these ships was equal to six volumes of Clark Russell, and it was pleasant to Clark Russell, and it was pleasant to sif on the roomy quarterdecks and pick out among the "web feet" busy on the yards and strung out along the far reaching bowsprits the characters common to Russell's, Maryatt's and Dana's books. With the passing of the sailing ships these heroes of youth have disappeared, where cannot be imagined, for the old salt has no place on a steamship. Sailors' Snug Harbor can still muster many, and there are some warrant officers in the navy who can remember their appren-ticeship square riggers, but death has theship square riggers, but death has taken the majority and there has been no demand for youngsters to take their places. On a bright day about a week ago

On a hright day about a week ago one of the few old salts still left in service was found seated on an up-turned bucket on the forward deck of the Mary D., a brigantine fitted out for a trip to New Zealand with an assorted cargo. The old sailor wore a knitted skull cap 'which he had made himself. a heavy jersey and moleskin trousers. His feet were bare. He was splicing a halyard and chewing tobacco, and though ten feet chewing tobacco, and though ten feet from the rail, not a drop of tobacco defiled the deck when he spat. In itself that stamped him as belonging to

It was very clear that the old sallor did not care for conversation. As a visitor came up to where he was at work and sat down on the roof of the

work and sat down on the roof of the galleyhouse near by he turned his back on the newcomer and concentrated mind and body on his task. "You ask me how long I'd been a sailor," he said, after a pause. "Well, it's nigh on forty-five years. I shipped out of Bedford as an apprentice when three forces and the been following I was fifteen, and I've been following the sea ever since. There are mighty few ports I haven't harbored in."

"Where do the sailors come from now that make up the crews of the sailing ships?" the visitor asked, "They have to take pretty much any-thing they can get," the sailor replied.

say it doesn't pay. Look at Charles Dickens, will you? He left a fortune of \$400,000, all earned with his pen." "I know it, dear," said his wife, ca-ressing him. "but don't you remember that Aladdin, could make more than that in five minutes by simply rubbing an old lamp? I'd so much rather an old lamp? I'd so much rather you'd do something of that kind, Will!"--Chicago Tribune.

ESTABLISHED

ONE PRICE TO ALL

MONDAY and TUESDAY

\$10.00 All Wool

BLANKETS

At \$5.60 a pair

The largest 1 2-4 size, all wool Blankets in plaids of all colors— white with pink or blue borders— grey with pink or blue borders— Blankets that weigh 6 pounds.

Value \$10.00. Monday and Tuesday

Monday and Monday and

\$5.60

Tuesday

at a

pair

Tuesday

"One great difference between civil-ization and savagery, is the high value the former places upon human life the former places upon minimum nor and limb, and one of the mysteries of civilization is the cruelty and carelessness with which it permits human wreckage to be carried through dangerous industries. As a soldier I am particularly interestedy in preserving the military strength of

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Salt Lake's Best Children's Store!

In another week the merry clang of the School Bell will be heard

proclaiming the end of vacation days and calling the children back to resume

their duties. Send your boy or girl to school looking neat and trim. BUY YOUR

CHILDREN'S OUTFITS AT AUERBACH'S, Salt Lake's Best Store for CHILDREN'S

WEAR. We carry the Largest Stocks, the most varied assortments and distribute by far

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\$1.25. On sale at

Bargains to Make

August's Last Days

Sparkle with Values

A Timely Offering in New Dress

Goods for School Dresses

Come and test our price making our Bargain giving

NEW DRESS GOODS

NEW SHADOW, STRIPE Dress goods 36 an: 40

nches wide in Colors, Navy, Brown, Red, Gree, Black and Green, firm and closely woven material, suitable for ladles' dresses and school wear. Re-gular value 65c, on sale at per yd. 500C

gular value 65c, on sale at per yd. **SUC** CHIFFON TAFETTA, all wool, 45 inches wide in plain and shadow stripes, beautiful, fine woven fabric,

Suitable for entire gowns and waists and childrens' chool wear, in all the new colors. Regular value

a combination of Herring Bone and Corded stripes, 45 Inches wide in all colors including Wistaria Caw-

90c

The Auerbach Store is in the lead for New Dress goods—the Auerbach Store is near your new Dress goods—the Auerbach Store is ready with by far the nest Bargains, the Genuine Values of the New Season

castern origin. The first garden cher-

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 sonable work which will better this dreadful condition is in the direction of a higher civilization."
 Rome. A tree laden with fruit is said to have adorned his triumphal procession.

 First Cherries Came From Greece.
 PALACE EXTENDED 100 MILES.

 As a cultivated fruit the cherry is of the direction.
 Chinese Emperor Bufft Many Additions to Gorgeous Mansion.

a horeshoe with the heel calks at the ocean shore.

Wait for the big I X L auction sale commencing September 7 at 10 a. m.

Signs that Attract-Hamlin-Paints, Both phones.

Salt Lake Photo and Supply Co. Kodaks, finishing, framing, 142 Main St.

MONDAY and TUESDAY

Pure Linen Torchon

LACE

Worth up to 20c a yard, on

Sale at 5c a yard,

A variety of pattern pure linen Torchan laces edging and insertions

to match, up to 3 inches 50

Monday and | Monday and

Tuesday

\$1.25 Hem

WINE STALL IN THE CARPON AND

Tuesday

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1864-

NEVER UNDERSOLD

10c

12½c

SCHOOL HOSIERY

For Boys' and Girls'

Dependable Qualities at Lower Prices than

Ever Before.

Best 15c Grades at 10c. Children's fast black seamless cotton hose with triple knees and double heels and tones, an excellent

Children's fast black or tan medium weight fine ribbed seamless Cotton Hose in all sizes, an excep-

tional good stocking for school girls the best 20c

wearing neat 15c stocking for this week,

school opening sale, all sizes at Girl's 20c Hose At 12 5c,

values, all sizes on

sale at

thing they can get." the sallor replied. "There aren't many able seamon left in the business, outside of a few old-timers like me. The men they get on some sailing ships nowadays would on some sailing ships howadays would drive a skipper of the old school erazy. Many of 'em hardly know the names of the spars when they ship, and as for splicing and making the knots that were part of every boy's training at sea when I started in, they don't know any more about it than a sea cow. "Then the skipners themselves have

"Then the skippers themselves have changed. You don't find the same kind of men commanding sailing ships to-day that you did when I was young. The big men who made sailing a five art are all dead, and the men who would have taken their places in forwould have taken their places in for-mer times have gong into steam, where they can have comfortable cabins, good pay and quick passages. The ships themselves show the change, Look at this hooker I'm going to all in. She's not such an old ship, as sailing ships go, but she's all run down. No paint, decks all stained up and rigging run in any way at all. Just so long as the ship will hold to-gether and sail after a fashion is all they care about now. It seems as if everybody was discouraged on a sailing ship and knew that no one would pay any attention to a square rigger, no any attention to a square rigger, no matter how trim she looked in these days of steam turbines."

days of steam turbines." A casual inspection of the other sailing ships moored along the East river seemed to bear out all the o'd sailor on the Mary D, had said. Every-where were evidences of money saved in equipment, as if the owners ex-pected the next voyage might be the last.

last. In Front street, near Wall, there is a ship's chandlery which has stood there for generations. The window contai s for generations. The window contains thronometers, spyglasses, oilskins, can-dles, etc., and in the store are all the things needed to equip sailing ships and their crews. The proprietor, who is the grandson of the original owner of the shop, remembers well when, as a boy, he heard his father and grand-father discuss Cart Sampells each father discuss Capt. Samuel's feat in bringing the Dreadnought across the r Atlantic in 15 days. This shop is stiller Atlantic in 15 days. This shop is still prosperous because the sailors on the steamers buy their togs there, but with the exception of a few chance sales, its trade with sailing ships has gone. Then in the old days Front street was lined with lofts of sail makers and riggers. At this time of year every wharf was a center of activity. Gargs of skilled men were at work running up new rigging and fitting sails to the ships, that lay sometimes three deep between the piers. Today there are few of these concerns left, and the skilled riggers, retired sailors who de-voted all their time to this work, are dropping out year by year. In Erie basin and on Staten island are still places where sailing ships can refit but the cld days.

and on Staten island are still places where salling ships can refit but the old days when contrating but the set of a state of the customs and traditions that made up the romance of the sea. Gone are the "sailing days" when the owners in frock coats and beaver hats gathered on the quarter deck after their ship had been worked out into the stream to give final instructions, and drink a to ast to the skipper. At that time, before the Brooklyn bridge forced b'g ships to drop their topmasts, it was worth a walk to the river front to see a ship weigh anchor and up sails for a trip to China. Now a tug steams up to the pier and making fast a line to the strem of a salling ship, yanks her out linto the river, and then taking her hawser from the bow hauis her down



