SKYS'LS ON THE SKIFFS.

We were eigh. To nonte boye; seven of us owned each a fourteen-foot skiff, all built on the same blooks by Old Rennardson, and Rach Miller owned one of eighteen out. Auturally we fell to disputing as to which of curboats could be sailed fastest. Soon we determined on a race. By way of a prize for the winner we contributed one dellar each. The total of eight dollars seemed great. In hope to attain such wealth, we all made carnest proparations.

For two weeks we were getting ready. Each owner was preparing topsails on the sly. The ordinary sail supplied with these boats was a single spritanil, but we all carried two of these, as forcesail and mann'all.

For the race I made two copmasts and a bowsprit of young hichory. I borrowed from my mother a stout linen sheet which took my fancy, As a sheet it appeared no more. It went into a jib-headed maintopsail. One of the large twill cotton curtains that covered the harness in the coach house I cut up into a splondid foretop sail, while a second curtain seemed to be designed by its maker to furnish me with a jib.

Five sales on a foutteen foot skiff.

be designed by its maker to furnish me with a jib.

Five sales on a founteen foot skiff!

Unless some one joined me in the boat for ballast, she must capsize with the weight of her spars and sails. But I did not wish to lose for want of "cracking it on."

When the race day arrived no one created surprise by producing topsals, but my bowspit and jib drew forth some comment. Just before the race I tacken pieces of broad, thin canvas picture-backing from gunwale to gunwale, so that I had a light deck forward, extending back five feet from the bow.

forward, extending back five feet from the bow.
When the gun fired on Saturday afternoon, we streamed off from Tinnings Wharf on a course for the gap at the eastern end of Toronto Bay. On the way I had to "come about" to avoid a passenger steamer, and in her swell the rudder beamen unhinged, so that at the gap buoy I rounded fourth, the first boat being a long distance ahead.

the chances of supping overcoard of through the picture backing deck were about equal.

I had not carried this sail till now, because it would not sit "by" the wind. As soon as Beaumont got it up, with helliard, sheet and tack hauled taut and made fast, the breeze began to freshen rapidly. On our noxt three mile stretch to the Queen's Wharf buoy we had the wind nearly abeam, and the old harness-cover foretopsai was pulling splendidly.

Beaumont was stretched along the weather gunwale, with one leg outside. While the flying water slapped into his face he held the foresnest with one hand, and with the other reached down to the les side with a dipper and kept bailing out.

down to the lee side with a dipper and kept bailing out.

I was right behind him, keeping as near to the widest part of the host as possible. I was steering by weight almost all together, shifting my weight according to my wish and let bow or stern rise and catch more wind and so change the boat's direction. A slight pull on the lee string of the rudder was a sufficient corrective after 2 heavy puff.

We see Post 1988.

pull on the lee string of the rudder was a sufficient corrective after a heavy puff.

We saw Rach Miller jibe round the next buys asfely. We had gained on him. Then came Bob Morrison, and after him Lindcay, who, in jibung, carried away his mainmast. Beaumont and I knew he could easily awim ashore, so we howled with delight at losing a rival.

But it was our turn now to jibe in the heavy seas that were here rolling in from the outside lake. As my mainsail flapped over, the force in it carried away the step at the mast's foot, and in a moment the sail was partly in the water. For an instant I thought our chances had vanished, but then I recollected that I had another step forward of the central rowing seat.

Gatting the mast between my knees

rowing seat.

Getting the mast between my knees
and close in my arms, I managed to
lift the mainsail and topsail upright
and step the mast's foot again in the
new place. It took all my strength,
for the wind was full in the sails, and
Beaumont cheered as we flew on after
the leader.

Beaumont cheered as we flew on after the leaders.

I don't know where the boats behind us were then. I never had time to look. I learned afterward that two capsized and one was driven ashore, while the eighth gave up.

Rach was ahead, also Morrison, and we were hauling on them fast when Morrison's capsized. As we rushed past to leeward of them, with all five sails bellying and straining, we heard Bob call out, "You look like a bloom ing frigate!" It did not occur to us ostop to pick them up, nor did they expect it. They were holding to their capsized skiff and watching us with wonder.

wonder.

That any of our fleet could get drowned was not in our rockoning; there were plenty of boats flying around and the land was within easy distance for good swimmers, as we all were.

Beaumont was having a hard time of it, hung out on the weather rail in the continuous drive of flying water, and bailing out as he lay there. He had to watch the foresail as a cat

watches a mouse, to slack off in the squalls to prevent capsizing, and then haul in so as to keep the lee gunwale above the water, and yet take care that the beat was driven at her highest

haul in so as to keep the lee gunwale above the water, and yet take care that the both was driven at her highest pressure.

Millor's craft steered with a tiller, and Rach had to sit beside it. I suppose that was why we passed his bigger and longer skiff, for we both put the whole our of weight along the widest part of my gunwales, and thus get more power out of a smaller boat.

We passed him near the gap buoy, and on our return to the Queen's Wharf were every moment "touch and go" for a capsize. It was really blowing hard. We had twice as much canvas set as we could let the wind fill. We just drove her through with half of each sail flapping, for there was no possibility of lowering the top-sails without coming head to wind, and so letting Rach pass us.

Talk about a balance of a bloycler or of a bareback rider! If you ride the gunwales of a skiff with five sails set in a heavy breeze, you will learn a balance that has to be shifted just as you feel the boat requires it.

Our craft was tearing along like a mad thing, not taking time to ride the abrupt waves, but driving her bow deau through them, and we thanked our stars for the impromptu deek of picture-backing, for it threw most of the water off to leeward, and thus prevented the boat from filling.

At the Queen's Wharf buoy we had to again jibe in the lake waves, and her every sea was a breaker, for the water on the sand bar was only five feet deep where we crossed just we took a long round and jibed safely, twisting in a hollow between waves, and then we flow for home.

On this course we were running "off" the wind, and I had to sit down and steer with both steering lines because she yawed so much in the sea way. It is difficult to desaribe how she went. She would get her nose down under the pressure behind her and stay there, running itse a sharpnesed naval torpede, half submerged, all awash, her, running itse a sharpnesed naval torpede, half submerged, all awash, and the water coming in or overy side.

nosed bawai torpeco, hint-general massis, and the water coming in or overy side.

This was the danger—that we should fill before we passed the gun, and we had nearly two miles to run. Beaumont could not keep the water bailed. We were not so much heeled to sink her down so that great slops of water came in on both sides.

I could not assist in the bailing, having hard work to steer with both hands, and I felt the water gradually stealing up round my legs as I sat in the bottom of the boat. Soon it was swashing from one end of the boat to the other, and covering my legs as it rusbed aft.

As we neared the finishing line, I

rushed aft.

As we neared the finishing line, I knew by the "feel" of the beat that she had not another minute to live. Just then a steamer passed to leeward of us, sending along a great swell that rolled into us bodily from the leeward

of us, sending along a great swell that rolled into us bodily from the leeward side

There was no help for it. The sails expsized us, of couse, as soon as the wave filled the boat. As sho lay submerged on her side, I hauled clear the mainmast out of her and showed it wavy. Then I told Beaumont to stand on the little keel and right her. As he did so I caught at the foresheet, while the ioresail and foretopsail rose arain in the air. Of course as the wand caught the sail she wanted to capsize again, and we had to let her partly do so. But with the boom in the water, and with the boom in the water, and with both of us near the stern trying our best to keep the sail in the air, the skiff "paid off" before the wind and dragged toward the finishing line. Sometimes she rolled down, and sometimes her bow sank so far that we almost lost control of her.

We had nearly a mile lead of Miller

down, and sometimes her bow sank so far that we almost lost control of her. We had nearly a mile lead of Miller when we capsized. He was now coming down on us in a white smother of foam. We could hear him coming when we had only twenty feet to go. Then Beaumont gave her a pull at the bow to help that end to the surface, and as it did so we righted up the whole sail into the air.

It was blowing a white squall at the time, and the wind got into the old harness-curtain topsail and split it from stem to gudgeon, when—bang! went the gun. The last drive of wind had sont us across the line. Two seconds more and Rach passed us like a whirly wind, but too late.

We arrived in wrecked condition, but there was nothing in the roles to say that a boat should be on top of the water when she finished. Mine wasn't; but I got the prize all the same, and what I did with it may be remembered by my rivals of twenty-two years ago.

What they do in Germany.

What they do in Germany.

Dutch peasants are proverbially stolid and slow but they are quick enough to grasp now ideas for increasing their counter. For years they have used wooden sabots for footwear on account of their lightness and warmth; and now they have stockings made of a yart which is spun out of pure wood fiber; and their coats and vests are interlined with Fibre Chambois, which is nothing more, or less than a wooden cloth, made as it is entirely from Spruce Fibre. These same stolid peasants realize thoroughly the non-conducting morpetties of the wood and avail thouserves of the inexpensive warmth it provides. Fibre Chambis has a world wide reputation as a warmth giving interlining, for it is so light that its presence is hardly felt in a garment and yet it gives an absolute healthful protection from the coldest blasts of a long stormy winter.

What Priests Have Done.

To the Editor of The Catholic Register

Sin.—In the issue of July 31st 1 see an article w. ich asks "What Says Promier Hardy?" I trust you will allow me, your most humble servant, to say a few words regarding the statement made by Mr. John Anderson, Registrar of West Wellington, Ont. As a soldier who served 17 years in Incla I must bring to notic the servenes of not only one or two, but hundreds of Roman Catholic priests who have not only served their Church but who on the field of battle were foremost in the tight assisting the dying and the sick, and even carrying the regimental colors when officers were unable to do so Under Sir James Outram, Sir Colin Campbell and Sir Henry Lawrence, I can give he facts in my cown knowledge. I have not been supported by the servence of the control of the control

Canada's Pride.

A little over a month hence the Fall Fairs will be commoncing, and first and foremost will be the Industrial at Tor-oute, which is to be blod this year from the 31st of August to the 12th of Sept-ember.

onto, which is to be beld this year from the Sits of August to the 12th of Septembor.

Every Canadian is very properly interested in and justly proud of the success of this great Exhibition, because it brings prominently before them, as well as the outside world, the vast resources and products of our country, and they progress which is being made from year to year in its Agricultural and Industrial pursuits, consequently the approaching Industrial Fair is being looked forward to with increased interest and pleasurable anticipation, and many are already making arrangements to visit it. By thousands it is made the cocasion of their annual holiday outling, and it is usually diverty that it is the cocasion of their annual holiday outling, and it is usually avery that it will this and the summit of the company of the provided of a new and unteresting character. The Live Stock and all other oxhibits, except cut flowers and fruit, will be out the grounds from Sept. Brd, so that the first week of the Fair will be equally as good as the second. All entries have to be made before the 8th of August. The Toronto-Ballett would be surprised at its magnitude and attractiveness, being almost like a mall World's Fair. Frize Lists and Entry Forms can be procured by any one desiring them by dropping a post and the harpiers and Furnita than by dropping a post and the first when the supplies and the large in them by dropping a post and the harpiers man, but he often doesn't the harpiers man, but he often doesn't the harpiers man, but he often doesn't the heart was the heart was the heart was the second.

It is true that the busiest man is the happiest man, but he often doesn't have time to realize it.

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Men who remain neutral in times of public danger are enemies to their country.—Addison.

sands at the head of the list for all discases of the threat and lung. It acts like magic in breaking up a cold. A cough is soon subdued, tightness of the colost is relieved, while in recent cases it may be said never to fail. A cough is the property of the color o

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