

The bowsprit is an adjustable one. For cutters and small yachts this style of rig is the most common, and is well adapted for racing craft, as a great spread of canvas can be carried.

MIZZEN RIG.

Quite a small sail, as shown in a number of the drawings, secured to a mast stepped in the stern of the boat, near the rudder-head, and may be either a lug, a sprit-sail, or a fore-and-aft sail (Figs. 2, 4, 9). Where the waters are likely to be lumpy and the winds gusty and strong, the main and mizzen rig will be found the most useful (the mainsail being a balance lug or other sail), and is undoubtedly the best for single-handed work in open waters. The mizzen is of great help in beating to windward, and should set as flat as possible; and whenever it is necessary for any reason to lower the mainsail, the mizzen will keep the boat head to wind and sea.

SCHOONER RIG (FIG. 6).

A rig very common for long open boats. It consists of two masts and temporary bowsprit for the jib. Both the mainsail and foresail are extended by gaffs instead of sprits. The mainsail usually has a boom, while the foresail is often without one, though this is optional. The jib can be dispensed with by stepping the bowsprit in the bows of the boat.

SHARPIES (FIG. 7).

These craft are long, flat-bottomed, draw only a few inches of water, and are best suited for shallow sounds and bays. In smooth waters, sailing on the wind, they are unquestionably among the swiftest boats that float. The best specimens are to be found along the North Carolina coast. They have long masts, with one or two sails of peculiar shape, which are made as nearly flat as possible by being extended near the foot by sprits, as shown in the illustration. On the after-part of the sail is a small yard, or *club*, to which the sprit is made fast. The reefing is done along the luff, the reef-bands running parallel to the mast.

LEG-OF-MUTTON RIG (FIG. 8).

A very safe, simple, and handy rig for boys. The sail is triangular, like a jib, and the peak is hauled almost to the mast-head, with one halyard. It is specially adapted to smooth-water sailing for small boats and in light winds, where reefing is not likely to become necessary. One or two masts can be used, and booms rigged, if desired.

THE SLIDING-GUNTER (FIG. 9).

The principle of this rig is that the yard to which the sail is laced slides up and down the mast, two iron hoops or travellers forming the connection. It is not a favourite sail in going before the wind on account of its narrow head, but has advantages when close-hauled, and is preferable to a leg-of-mutton rig for sea work and in reefing.

LATEEN-SAILS (FIG. 10).

These sails are common on the Mediterranean, and are familiar to all who have seen pictures of the East. The sail is triangular, and is bent to a long tapering yard, sometimes twice the length of the boat, which hoists to a strong short mast that rakes forward.

There is a variety of odd and original rigs for small boats which are not in common use. Those mentioned are the simplest forms, and have stood satisfactory trial by boatmen generally in various parts of the world. A

rig with a single sail is always the handiest and safest when one has to "work ship" unassisted. A properly fitted centre-board will add to the sailing qualities of an open boat, and when it can be put in without taking up too much space or being in the way of the oarsmen, it should be done. The ballast should be inside, and easily removable; bags of sand are the most convenient. When about to fit out a craft, remember that a smaller amount of canvas in one piece is more effective than a larger amount divided up.

GOT OUT OF A DILEMMA.

Some years since, before the sale of game was legalized, and a present of it was thought worth the expense of carriage, an Englishman, who had rented a moor within twenty miles of Aberdeen, wishing to send a ten-brace box of grouse to his friends in the South, directed his gillie to procure a person to take the box to the capital of the North, from where the London steamer sailed. Not one, however, of the miserably poor tenants in the neighbourhood could be found who would take the box for a less sum than eight shillings. This demand was thought so unreasonable that the Englishman complained to a Scotch friend who was shooting along with him. The Scotchman replied that "the natives always make a point of imposing as much as possible upon strangers; but," said he, "if you will leave it to me, I will manage it for you; for with all their inclination to knowing, they are the simplest people under the sun."

A few days afterwards, going out shooting, they saw a man loading his cart with peats, when the Scotchman, approaching him, said, after the usual salutation—

"What are you going to do with the peats?"

"I'm going to Aberdeen to sell them," was the reply.

"What do you get for them?"

"One shilling and eightpence, sir."

"Indeed! Well, I will buy them if you will be sure to deliver them for me at Aberdeen."

"That I will, and thank you, too, sir."

All agreed, the Scotchman resumed his walk for about twenty yards, when he suddenly turned round and said—

"By-the-bye, I have a small box I want taken to the same place. You can place it on the top of the peats?"

"That I will, and welcome, sir."

"Well, if you will call at the lodge in the evening I will give you the direction for the peats, and you can have the box at the same time."

He did so, and actually carried the box and gave a load of peats for one shilling and eightpence, although neither the same man nor any of his neighbours would forward the box alone for less than eight shillings.

THE FOUNTAIN.

Into the sunshine,
Full of the light,
Leaping and flashing
From morn till night!

Into the moonlight,
Whiter than snow,
Waving so flower-like
When the winds blow;

Into the starlight,
Rushing in spray,
Happy at midnight,
Happy by day!