

QUEEREST CRAFT IN THE WORLD

How the Mesopotamia Force
is Fed.

(By Edmund Candler, in London Daily Express.)

For the difficult river navigation of this flat country we have built 130 heavy tank-timbered craft, which the Arab describes as "chias." These carry about forty tons, though three top the hundred; many can take fifty tons, but very many spoil the average by ranging between thirty-seven and thirty tons. They have short, stubby masts and just a bit of sail, and love to pole up river along the bank and drift gently down to a steamer, get loaded by slings of cargo craned out to them over the ship's side, wait for ebb and flow of the tide, and gently drift to shore, sometimes striking the very place they are required at—but just by accident.

Chias can be brought quite close inshore at high tide and very near at mid-ebb, so near that a plank twenty inches wide, two inches thick, and anything up to thirty feet long, can be placed from the chias to shore for Persian coolies to carry supplies to the A.S.C. depots on shore. The space between chias and chias bridged by these planks is black squashed mud of the consistency of treacle, and with a bouquet almost equal to our old Irish, fish oil.

Cheap Transit

The boatmen earn a sovereign for the first forty-eight hours of each trip from shore to ship and back to shore, with a crown and fourpence for every subsequent twenty-four hours' detention, and have a skipper and three lightermen to feed on that. When a chias has a hut for the crew built on the stern, steps a mast from 60 feet to 80 feet in length, with a yard of about the same length, and its given a great white sail, she becomes a saffara (Arabic "saffar"—to travel), and voyages up river to Baghdad on the Tigris, or Nasiri on the Euphrates. There are 130 larger and 180 smaller saffaras, making a total of 310 boats for freight, and yet it is difficult to keep the number up, for they are constantly in work and to shift the requisite tonnage per month to the advanced base 157 miles up stream. Three powerful light-draught tugs for helping bunches of six saffaras in the worst part of the river would double their utility, but the right class of tug would have to come thousands of miles by sea under her own steam.

A small saffara is described as a saffara, and these pretty little craft cover the river with their bright sails. They are small enough to run up any creek and across the waste of flood waters, but with crews of at least three men and a capacity of twelve tons and under, the cost of running them is very high.

Artistic Arabs

The word "ballam" means a canoe, and there are ballams of over 100 tons burden and down the gamut to the tiny craft (three-quarters of a ton), which causes Basra to be described as "the Venice of the East." The large ballams are flat-bottomed, rectangular boxes, with pointed and decked-over ends, and many of them are made beautiful with a coat of vivid green paint from stem to stern, pictures of birds, beasts, and fishes, flowers, and quaint scrolls in white—such birds and beasts as the nursery artist produces, those with five-toed legs growing out of their stomachs and chests, and beasts with four legs in "company column" from neck to curly tail.

Small ballams—our gondolas—are just smothered in a coat of paint, and with the curly stem and stern post picked out in brass or a louder color than the body, or not painted at all. Large ballams with masts, or ballam saffaras, medium ballam saffaras, bantam ballams ashari are all very useful craft.

The "marshoon" is dear to the heart of that enemy to all men, the marsh Arab. Built of coarse planks, about eleven inches wide, on an extraordinary frame of innumerable short, straight ribs, it is a hollow wedge which looks as if it must capsize, but this it seldom does. With peak and stern elevated to a height equal to a third of the boat's length, heavily coated outside with bitumen, and propelled by paddles, it pushes its way through the reed-mazes of the great marshes, and its wedge shape is ideal for such work.

As no one trusts the marsh Arab, and those not born in marshes cannot keep them from capsizing, and its given for transport is nil, but its quaint black shape, and often quite pretty crew of black robed women, decorates the local sea-scape. At all hours of the day small marshoons with two girl paddlers and grandamma may be

seen hanging on to the sides of river craft bartering eggs, melons, and dates.

Giddy Travel

Then there is the guffah—a round basket four feet deep and from four to nine feet in diameter, made of palm frond ribs, held together by juniper wattles, and the whole heavily coated with bitumen and propelled by a short flat paddle. It gyrates across rivers and up and down them in a marvellous way. The passengers crouch at the bottom of the basket with wondering eyes peering over its edge. Well may they have cause to wonder, for the craft spins round quickly and is depressed on the paddler's side when he is busy, or elevated on that side when depressed on the other side when his paddle clears the water, with so curious an up-and-down and round and sidly round motion that each moment of the voyage has sixty thrills. Guffahs are employed as ferries, as tenders to saffaras, and even as vegetable boats to carry eggs, fruit, and vegetables.

Last, there are great rafts of reeds and mats, those building materials beloved by our Royal Engineers. It is marvellous how they ever make their week-long voyages without being destroyed by fire, for Arabs keep smoking all over them, and the fires are kept burning on a sheet of corrugated iron or two kerosene oil tins opened up and hammered flat.

The uses to which they are put by the B.G.R.E. and his battalions are even more marvellous. We have hospitals, barracks, offices, stables, carpenters' sheds, farriers' forges, store depots, dockyard sheds, officers' quarters, laundries, roofs for our steel barges, houseboats, printing shops, magazines, an R. E. mess, and other places too numerous to mention, all with reed walls and mat roofs—and very nice too.

OBITUARY.

F. Wainwright Fitzgerald.
The death occurred yesterday after a lingering illness of Francis Wainwright Fitzgerald, a well known resident of the city.

In his younger years Mr. Fitzgerald followed the sea and sailed out of this port a number of years ago he retired from the sea and took up farming in Albert Co., and a few years ago he left there and came to St. John where he has resided ever since.

He is survived by his wife and a number of nieces and nephews. The funeral will be held Sunday afternoon from the residence of Fred L. Foley, Loch Lomond Road. Service at 2.30.

Mrs. Ina R. McBay.
The death of Mrs. Ina R. McBay, wife of John McBay, took place at her residence 51 Adelaide street, last night after a two weeks' illness from pneumonia.

Mrs. McBay was 50 years of age, and a lady who was highly esteemed among those who enjoyed the privilege of her acquaintance. She was a member of the Main street United Baptist church, and interested in all the activities of that body. She is survived by her husband, two daughters, Muriel and Maud, at home, one sister, Mrs. Fred W. Holder, Riverside, Kings county, and one brother Alfred G. Breen, Moss Glen. Notice of funeral will be given later.

MONCTON
Moncton, March 6.—Miss Letitia Boudreau who has been the guest of the Misses Bourque returned this week to her home in St. John. Mrs. G. H. Boudreau and son Jack of Hillsboro, were recent guests of Mrs. W. B. Dickson, Union St.

Miss Margaret Shook has returned to the city from St. John, where she was the guest of Mrs. B. Fish.

Miss Bertha Ferguson has finished her course in the Moncton Business College, and returned to Campbellton. Miss Lulu B. Toombs of Charlottetown, P. E. I., who has been the guest of Miss M. Boudreau, left this week on a two months' trip to the Western Provinces.

Mr. J. G. Fraser returned this week from a visit to friends and relatives in Montreal.

Mr. Bouillon of the staff of the Bank of Montreal here, has been transferred to Quebec and left for that city on Thursday evening.

COBALT SHIPMENTS FOR FEBRUARY.
Special to The Standard.
Cobalt, Mar. 9.—One shipment from Cobalt for February amounted to 25 cars weighing approximately 1,818,299 pounds. Miller Lake-O'Brien, of Gowanda, also shipped one car of 50,000 pounds and from now on probably will be a regular shipper.

During the same period the Alexo Mining Company, of Ingonish Falls, shipped nine cars of nickel ore, with an aggregate weight of 645,000 pounds.

CONSTRUCTION GOING ON RAPIDLY.
Special to The Standard.
Timmins, Ont., Mar. 9.—Mill construction at the Pollinger is going ahead very rapidly. The freight em-

barge appears to be easing off. Twelve carloads of machinery arrived during the week ending last night. Eighty stamps are now in position, but the corresponding equipment are not yet placed. Very moderate weather prevails and is serving to allow for more speedy construction work.

GREAT ENGLISH RECIPE FOR CATARRH, CLOGGED NOSTRILS, CATARRHAL DEAFNESS, HEAD NOISES.

Few people realize what a serious disease Catarrh really is. If neglected the damage it does is often irreparable. Deafness, Lung troubles and Head Noises that drive the sufferer nearly frantic are invariably due to this insidious disease. Don't neglect Catarrh! Don't let it make you into a worn-out, run-down Catarrhal wreck. What is Catarrh today may soon be something far more serious. Remember it is more than a trifling ailment—more than disgusting disease. It's a dangerous one. Unchecked it frequently destroys smell, taste and hearing and slowly but surely undermines the general health.

If you have Catarrh in any form go to your druggist and get an ounce of Parmitin (double strength), about 75c. worth. Take this home and add to it 1-4 pint of hot water and 4 ounces ordinary granulated sugar. Take a tablespoonful four times a day. Parmitin is the great English recipe for Catarrh that is now being so extensively sold here in America where it is giving satisfaction even under our own trying climatic conditions.

Catarrh being a disease of the blood, the only possible way to cure it is by treating the blood itself. Drive the Catarrhal poisons from the system by treating the blood and the disease itself must vanish. Parmitin has proved successful in so many cases because it acts directly upon the blood and mucous membrane. To be able to breathe freely, to hear plainly, smell, taste and arise in the morning refreshed and strong and with head and throat free from phlegm are conditions that make life worth living.

For your own sake give Parmitin a trial—and with your whole system going to your druggist, why not start the treatment now? Parmitin is sold and recommended by all first class druggists. Any druggist can supply you, or a bottle will be sent on receipt of 75c. postal note or money order. Address International Laboratories, 74 St. Antoine St., Montreal, Canada.

MARCH
TUE WED THU FRI
Orange Day

Special Prices on Sunkist
Special shipments, direct from California. Luscious, Sunkist Oranges—the uniformly good oranges—are now ready for the special Orange Day sales in your local stores.

Convalescents back from overseas should have Sunkist Oranges. They need the organic salts and acids that oranges contain to aid digestion, and bring the blood and tissues back to normal.

Buy Sunkist by the box. Uniformly good oranges—such as Sunkist—will keep. Let Orange Day be the day you begin to eat oranges every day.

"Oranges for Health" Sunkist Uniformly Good Oranges

California Fruit Growers Exchange, A Co-operative, Non-Profit Organisation of 800 Growers, Los Angeles, Calif.
Canadian Offices: Calgary, Alta. Montreal, Que. Regina, Sask. Vancouver, B.C. Toronto, Ont. Winnipeg, Man.

Mr. Bert Haines, who has been in Quebec for the past eight months, returned home this week.

Miss Ella Williams has returned from a trip to Montreal, Boston, and Barre, Vermont.

Miss R. Murray has returned from a trip to Chatham and Halifax.

Mrs. J. D. Irving, Buctouche, was a recent guest of Mrs. W. H. Irving, Steadman St.

Mrs. T. V. Scott of Tignish, P. E. I., is the guest of her mother, Mrs. J. D. Robb, Weldon St. Mrs. Scott will later join her husband at Annapolis Royal, N. S., to which place he has been transferred.

Miss Eleanor Bell, who has been the guest of her cousin, Miss Grace Bell, Church St., returned to her home in Lowell, Mass., this week.

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(Successor to Butt & McCarthy)
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FRED J. McINERNEY,
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Phone M 2300.

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90 Union Street, W. E.
Phone W. 154-41.

M. T. C'OHOLAN,
Merchant Tailor,
681 Main St.
Phone M. 2348-11

CONTRACTORS.
E. R. Reid, President.
E. Archibald, Engineer.
Engineers & Contractors, Ltd.
102 Prince William Street.
Phone Main 1742.

POWERS & BREWER,
CONTRACTORS
107 Prince Wm. St.
Phone M-967.

Miss Greta Ayer left this week for St. John, enroute to Boston, Mass., where she has accepted a position.

The Misses Simpson, who were visiting their brother, Mr. R. W. Simpson and Mrs. Simpson, left this week for their home in New York.

Miss Winnie Morton left this week for Backville and Truro, to visit friends.

Master Pat Coombs of St. John, is spending a few days with his cousin, Master Bruce Toombs.

Mr. and Mrs. John Forbes Salmon are receiving congratulations upon the arrival of a baby girl in their home, March 6th.

Mr. and Mrs. A. S. Thompson and little daughter Edna, left this week for Toronto. They expect to make their home in the west in the future.

Wash That Itch Away

There is absolutely no sufferer from eczema who ever used the simple wash D. D. D. and did not find it immediately that wonderfully cooling, cool sensation that comes when the itch is taken away. This soothing wash penetrates the pores, gives instant relief from the most distressing skin disease. E. Clinton Brown, Druggist, St. John.

D.D.D.

At this time two years ago...

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