

SNOWSHOEING.

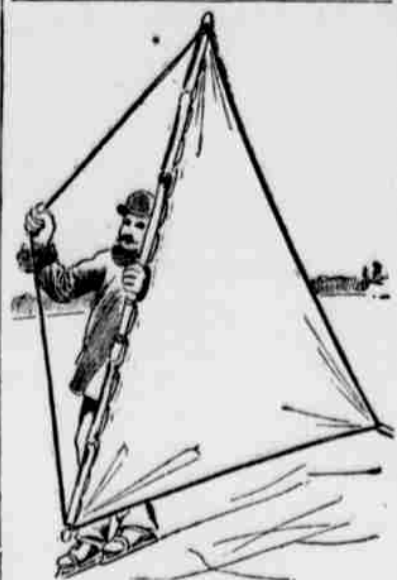
COLD WEATHER FUN IN THE NORTHWEST.

Clubs Multiplying in Wisconsin and Minnesota, Where the Sport is the Most Popular—Skates Propelled by Sails.

Of all winter sports snowshoeing bids fair to become the most popular; within the past two years it has obtained a firm foothold in the Northern States and is now receiving an unusual amount of attention in the East. Taken at all its points snowshoeing is without a doubt the ideal exercise during the cold season because it offers such a multitude of advantages over all other cold weather sports. While skating will invariably find favor with a large number of people and has its never failing delights, it is always handicapped by the serious disadvantage of being confined to a very limited space when compared with snowshoeing. For good skating there must also be a combination of favorable weather, and thaw, however slight, makes the ice too soft for good sport and a snowfall following a spell of mild weather utterly spoils the ice so far as skating is concerned.

A snowshoe runner is not hampered very much by the whimsicalities of the weather clerk; all that is wanted is a fairly respectable snowfall; this given, the snowshoe enthusiast will do the rest. Hard snow or soft, new-fallen or old, crusty or a little wet, the runner can skim the surface with perfect ease. You are not confined to narrow ponds or rivers, but can take your course in whatever direction your fancy dictates. You are relieved from all the anxiety attendant on

of snowshoeing is conquered. In fastening the snowshoes to the foot care should be taken to have the foot firmly secured and still allow the heel to rise from the shoe with perfect freedom. The beginner must avoid lifting his



UNDER FULL SAIL.

feet from the ground, the snowshoes must be driven forward by a peculiar stride or slide while the body should remain in a graceful erect pose without the slightest suspicion of stiffness. Soon the novice will acquire proficiency to develop his slide into a swinging gait of great force and rapidity.

Snowshoeing opens up such a vista of pretty girls and picturesque costumes, handsome, many fellows in corduroy suits and seal skin caps. The women have a chance for more variety than the men, as they are not afraid to appear in a costume that is

It requires great strength and endurance to carry even a moderate-sized sail, but the larger the sail the more exciting the sport. Splendid strength in wrists and arms is an indispensable qualification for a skating cruiser, as well as a steady and quick foot. Few who have not indulged in this delightful sport can realize the tremendous speed attained even in a very moderate breeze, or of the difficulty in handling a sail so as to receive the most benefit with the least exertion. There are few prettier sights to be seen on a bright, cold, winter day than a flotilla of skaters with their snow-white sails bulging before a stiff breeze as they come dashing over the glistening surface of the course.

It can be safely asserted that of all known modes of locomotion sailing or skating comes nearer to flying than anything hitherto attempted. The only serious drawback to its indulgence is that it requires a good deal of space and that ordinary skaters can scarcely



THE RED WING SNOWSHOE CHAMPION MAKING HIS GREAT LEAP.

take any comfort where these living yachts are flying about, as a collision with one of them is far from pleasant.

An entirely new feature, which from its novelty and simplicity of construction is bound to become very popular, is a kind of running sled that is intended to supplement the snowshoe. It can be used on any snow-covered surface, as well as on the ice wherever the foot meets with resistance. For people who have a disinclination to use skates or snowshoes the kick sled fills the purpose admirably. It is adapted to men, women and children, and does not require the slightest preparatory skill in its use. There is no danger from breaking through the ice, as each runner is from six to eight feet long. The person who uses the sled fastens a stout strap provided with steel prods on his right or left foot, stands with one foot on one of the runners and does some lively kicking with his prod-shod foot. In Sweden, from which country this sled is imported, it is turned to use by the farmers in carrying small loads both to and from their homes. Tourists are also very fond of this means of locomotion and on a fair surface at least thirteen miles an hour can easily be covered. By many it is called the ice bicycle, being controlled by a steering-gear, and fully as beneficial in its hygienic effects as any wheel. The kick-sled, as a matter of course, can be utilized for coasting or anything else in the way of similar sports to which its owner may want to turn its use.—Chicago Herald.

The Oldest Mill.

Probably the oldest mill still in use in the United States is located in New London, Conn. It is known as the "Old Town Mill," was built in 1650 for a grist mill and is doing duty at



THE OLD TOWN MILL.

the present time as such. This mill originally belonged to the estate of Governor Winthrop, the first Colonial Governor of Connecticut, and stands but a short distance from the site of Governor Winthrop's homestead (which was but recently demolished to make room for a public school building).

The "Old Town Mill" is a very noted landmark in and around New London, but is little known by people at a distance. The machinery, etc., is made of wood and is in an excellent state of preservation.—New York Press.

Relief for a Burn.

An immediate application of ordinary table salt to a burn will lessen the pain considerably and result in a speedy cure. The application of the salt must be prompt, however, for if delayed much of its good effects will be lost. As soon as a person receives a burn, let him run for the salt cellar and thickly cover the surface of the affected part with salt, bind it up with a cloth, not forgetting to moisten the linen. A little "biting" will take place, which will soon cease. In less than twelve hours the cloth can be removed, as the sore spot will be nearly healed.—New York Dispatch.

California raisin-growers complain that they get only \$700 out of a sale of over \$1,800, the middlemen getting all the profit.

ELEPHANT LABOR.

HALF A HUNDRED MAMMOTS AT WORK IN SAWMILLS.

Wonderful Intelligence Displayed by the Bulky Animals—Two of Them Act as Bosses of the Herd.

DISPLAYS of trained animals, broken for show purposes, cannot offer the slightest comparison in interest in the trained elephant exhibition one sees in the city of Moulmein, British Burmah. The more absorbingly entertaining feature of the novel sight is the paradoxical industrial character which the work of these huge Indian pachyderms assumes. It hardly seems possible that the work of a sawmill, usually done by human hands, could be accomplished through the medium of the elephant's trunk and the elephant's sagacity; nevertheless, it is a fact that the Irawadi Steamship Company uses some forty or fifty elephants in the operation of its sawmills at Moulmein, and the taskwork so largely entering upon the construction of ships is here made ready for the hands of the artisan.

A gentleman lately returned from a tour of the East, says the St. Louis Globe-Democrat, gives an interesting account of the manner in which the mills are operated. The logs are chopped in the interior and floated several hundred miles down the Salween River to the mill, which is situated on the banks of the stream at Moulmein. Here the logs are formed into a boom, and henceforth the work of transporting is done by the elephants.

The boom is very similar to those we see in the lumbering districts of Wisconsin and Michigan, but instead of the sight of men brightly garbed in red and blue running from log to log and moving them with long, steel-pointed poles, we see great, ponderous elephants wading and swimming among the teak logs and pushing them toward the shore.

The logs are not sawed directly from the water, but are first seasoned, and the elephants not only bring the logs from the water to the land, but

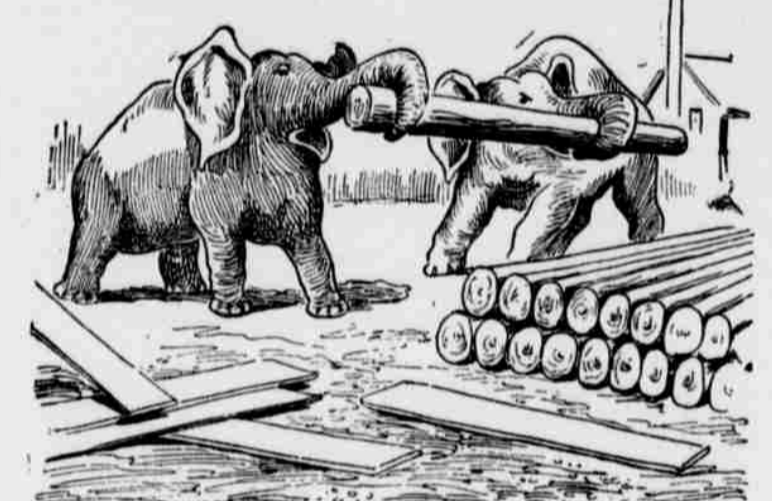
together they raise it in a horizontal position and place it on the stack. After the logs are dried sufficiently they are ready for the mill. Two fe-



KNOWS HIS BUSINESS.

male elephants take the dry logs from the piles and deliver them to a herd similar in training to those working between the water and the seasoning stacks. These take the logs to a track over which a small car runs to the mill. Only one log at a time is placed upon this car. As soon as a log is in position on the car an elephant, trained for this particular part of the work, pushes the car to the mill. Arrived at the mill, the log is pushed beneath a buzzsaw. As soon as the log is thus transferred to the carrier the elephant operating the car returns for another log, while another huge beast, trained to do the sawing, operates the carrier and pushes the log against the saw. But the interesting part of the work does not end here, for, as the log is being sawed into the desired boards and timbers, another elephant receives the completed material, piling the slabs on one side and more valuable product on the other. But two men are required to oversee and direct the elephants used in sawing the logs.

Another detachment of the herd is used in carrying the lumber from the mill to the yards and sheds. For this purpose very long trucks with the low front and back wheels close to each other are used. There are elephants trained for loading the sawed material upon these trucks, while others push the loaded trucks to the sheds. In the lumber yard are the "pilars" or elephants that take the lumber from the



PILING UP THE LOGS.

also stack them in huge piles, convey them to the mills, saw them, and afterward pile the lumber. Of course each elephant performs only certain parts of the work for which he has been trained, and the entire herd is divided into companies, of from two to eight. One division of the pachyderms does the work in the water, another company carries the logs to the drying or seasoning stacks, others pile them, another class conveys the dry logs to the mill, where some of the elephants do the work of sawing, still others pile the sawed lumber, and another herd carries hay and prepares the food for the great industrial combination of brute strength and intelligence.

But the most wonderful, interesting, novel and most incredible feature of the entire combination is the sight of two monstrously large male elephants that actually act as bosses or overseers of the work. These move from place to place among the working elephants, spurring them on, pushing, driving and frequently chastising a lazy or recalcitrant member of the force.

Very few men are needed to direct the elephants in their work. From six to eight of the animals usually work in the water. These wade or



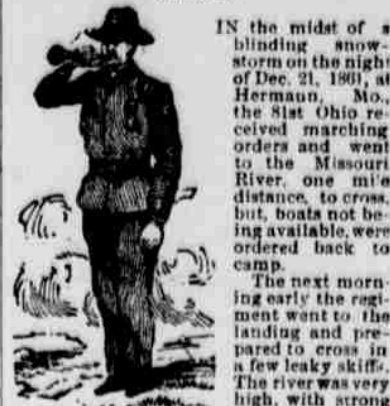
PREPARING DINNERS.

swim, according to the depth of the water, to the log boom, and loosening several logs at a time tow them to the shore at a certain point. Each of the company of elephants that convey the logs from this point to the drying place has a chain attached to his neck and reaching to the ground. At the bottom of this chain is a loop, through which the log is run. A man directs the movements of the elephants in placing the log within the coil of the chain. The elephant picks up another log by his trunk, and in this manner drags two at a time to the seasoning stacks. About eight elephants are employed in this capacity. The work of piling the logs to dry is done by two female elephants. Each winds her trunk about the log near the end, and

SOLDIERS' COLUMN.

DEATH OF "P. BREAD."

Yankee Device For Securing Decent Rations.



IN the midst of a blinding snow-storm on the night of Dec. 21, 1861, at Hermann, Mo., the 81st Ohio received marching orders and went to the Missouri River, one mile distance, to cross, but, boats not being available, were ordered back to camp.

The next morning early the regiment went to the landing and prepared to cross in a few leaky skiffs. The river was very high, with strong current, and filled with floating ice, and being over a mile wide, the crossing was attended with much danger. During the day a portion of the 81st Ohio and 10th Mo., however, crossed, the boats being dragged a mile above the point desired to be reached, then shot diagonally across, unloaded, and shot diagonally again to the south side of the river, from which they were pulled to the original starting point, the remainder of the regiment and a Home Guard battery finishing the crossing on the 23d.

The next day the command started after a large body of rebels who were tearing up the North Missouri Railroad, frequently being in sight of but unable to overtake them. But, finally, after several days' hard marching, they drove them into Berger's Sharpshooters (afterwards 69th Ill.) at Mt. Zion, where they were beautifully whipped.

The 81st stopped for a few days at Mexico where the writer of this, in company with men from the 5th Mo. militia (Henderson's) assisted in getting out a paper, somewhat of a novelty—from the office of the Audrain County Gazette, the proprietor of which, being a bitter rebel, had decamped, leaving the outside printed, which was Secession to the core. The Union soldiers placed a head, "The Better Side," at the top of the inside pages, filled them with loyal matter, and then issued the paper—half rebel and half Union.

Here Gen. Schofield, then almost unknown, was in command. Remaining in Mexico a few days, the commands were sent to different points in north Missouri, the 81st being ordered to Danville.

In a few days several companies of the 81st were sent to guard points on the North Missouri Railroad, Co. D being sent to Montgomery City, four miles distant. Starting for that point, which was on the level prairie, when within half a mile of the "city" the 3d Iowa was seen marching in line, carrying a coffin, with firing squad, reversed arms, draped in colors, muffled drums, and everything in strict conformity with military observance.

Slowly and sadly (apparently) they marched to where a grave had been prepared, deposited their burden, went through the usual ceremonies, the firing squad performed its duties, a headstone (or rather board) placed to mark the spot, after which, to quick time, they returned to their camp. All had been performed with gravity and due decorum; but on visiting the grave, to note the name of the unknown who had given his life for his country the following was found inscribed:

"In memory of P. Bread, born B. C. 38, died A. D. 1862, aged 2,000 years."

Investigation was made, and it was found that, tired of subsisting upon hardtack, and no attention being paid to their requirements, the 81st had buried a box of crackers with military honors, adopting this method of showing their disgust. It had the desired effect, and soon they had rations of soft bread.

Gallant 3d! They soon left us, and when next we met them was in the thick of Shiloh, where on the first day we passed through their camp, in which their own and the rebel dead were lying thickly, showing that well they had done their duty.—H. T. Carlisle, in NATIONAL TRIBUNE.

TUNNEL HILL.

A Smart Encounter That Reflected Credit on the 30th Ind.

R. L. Falls, writing in the National Tribune of "Fighting Reckless," says: I had the honor of belonging to a regiment known as the 30th Ind., afterward M'd Inf., then the 8th Ind. Cav. After being mounted we were rearmed with the Spencer rifles, seven shooters, which was just being brought into use.

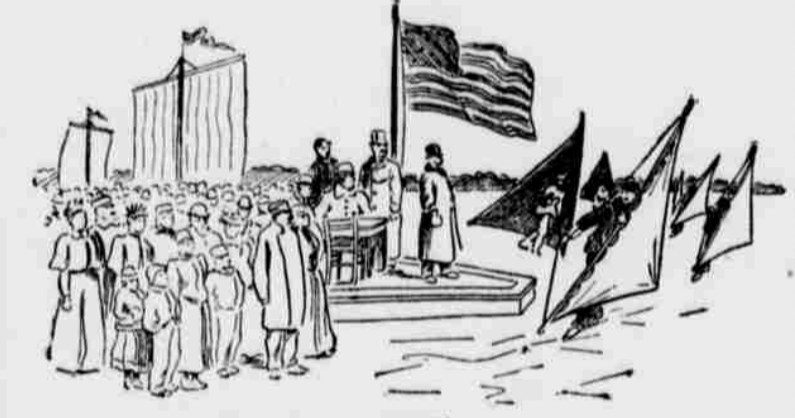
The occurrence of which I wish to speak was in February, 1864. We lay on the Chattanooga & Knoxville railroad six miles from Chattanooga. From our numerous encounters with and severe drusing of the rebels in Tennessee and Georgia we were the cognomen of "Harrison's Ritter Regiment" and we were egotistical enough to think we could do a little fighting. Col. Harrison received orders to move with his regiment, or that portion he had there, on the 23d of February, 1864, with the 30th Ind. and to push the rebels along the Western & Atlantic Railroad.

Gen. Wheeler's forces were steadily driven back to a point near Ringgold, where they made a fighting retreat, showing an encounter, being hard pressed, they fell back to Ringgold, where another stand was made but the old 30th were not in the least dismayed and went straight at the enemy, using the Spencer's with such deadly effect that the followers of Wheeler put out on the run, with Co. K leading a hot pursuit, not allowing them an opportunity to again reform until within two miles of Tunnel Hill, Ga. Then the rebels, dismounting, formed behind a rail barricade, thereby placing an obstacle in the way, thinking to keep the "Hoosiers" out of the town. But Col. Harrison took in the situation at a glance. He ordered a company to either flank and place himself in front, draw his saber and gave the order to charge. The little band swept down upon the works with such an irresistible force, accompanied with volleys from the Spencers, that sent them back in the utmost precipitation, closely followed by the boys, who, when they reached the top of a hill overlooking Tunnel Hill, a view was presented that is seldom seen. In the town the troops were in confusion and surprise, while an effort was being made to form them in line for resistance. Our Colonel's quick perception showed him the advantage to be gained by prompt action, where the odds were so large on the other side. He ordered two companies to the right and left flank, then taking position in the center, with his men he charged with a deafening yell down that hill into their midst, whilst the leader messengers of their mid increased their consternation.

The rebels dismayed at the sudden and reckless onslaught of a handful of Yanks, broke in disorder each one trying to get into the front ranks, tumbling over each other in the most ludicrous manner, while the charging party rapidly closed upon them. Once or twice they tried to reform, but a volley from the Spencers sent them again in confusion leaving their dead and wounded behind.

This time for reading, study and travel is vouchsafed to but comparatively few of the busy men of this day. They must depend to a great extent on the press for their general knowledge, and this is especially true in regard to foreign affairs and countries. To-day the newspaper is the educator, in a general way, of a large proportion of men in every hundred.

The United States imports annually leaf fibres to the value of between \$7,000,000 and \$8,000,000.

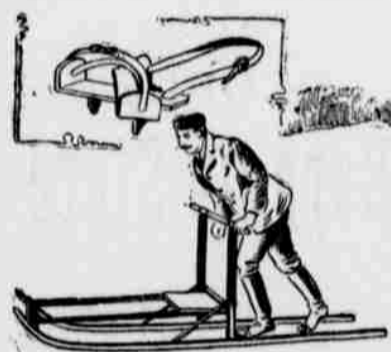


TOURNAMENT OF THE SKATE SAILING CLUB.

skating of breaking through the ice and getting an ice-cold bath or being drowned. If the ground is level the snowshoe runner can make splendid time, and is able to cover immense distances with but very little exertion. Indeed, it is claimed by the devotees to this sport that it is the ideal exercise for everybody, young and old, of both sexes. In Minnesota, Wisconsin and elsewhere there are a great number of snowshoe clubs, all in the most flourishing condition. In the last tournament at Red Wing, a young Norwegian captured the prize

a little different from their neighbor while a man feels like a cat in a strange garret if he departs from the conventional suit worn by old and young alike. A striking costume worn by a dashing brunette was of red broadcloth; it was trimmed with immense black buttons of Persian lamb's wool, which dotted the hem of the skirt in a most irregular but fetching manner. The coat was of broadcloth with lamb's wool sleeves and collar and it was fastened with these enormous buttons. The head covering was a jaunty little turban of red felt, trimmed with a narrow band of lamb's wool and black ostrich tips. A beautifully fair girl, without a trace of color in her pale but singularly attractive face, was also attired in red, which was equally becoming in accordance with the delicate gray, fluffy fur which trimmed the short cape and skirt. She wore a large, flaring hat of red, covered with gray and red tips, and her hat pins were of silver. Around her waist was an antique silver belt and the stick, with which she pushed herself along, had a beautiful handle of silver. Some wear kid leggings, but they are so very unbecoming that the majority look upon them with disfavor. The accepted costume for men consists of knee breeches of corduroy, brown being the favorite color. Leather leggings are considered very swell, and are a perfect godsend to many who otherwise would have to deny themselves the donning of the knee breeches. A short sack coat of corduroy completes the costume, the individuality of the wearer being exhibited in the tie, which may be any color he chooses. The cap is of seal-skin, which is becoming to all complexions, and many of the women wear seal-skin, and some beaver caps.

There is a great stir made down East to revive and improve the somewhat obsolete but withal delightful sport of skating with sail attachment. This pastime is somewhat dangerous, as most participants are over-anxious to carry too large a canvas. Members of the sail skating clubs are now considering a great many improved models



THE KICK OR PUSH SLED AND SHOE PRODS USED WITH IT.

or long distance jumping. The art of being able to take a flying leap through the air, some ninety feet in length, and then retain one's balance when sinking to the ground, is a feat in snowshoe running which is not acquired at once. If the country is inclined to be hilly and broken by wooden patches the sport becomes all the more fascinating as such obstacles seem to add additional zest to the fun. Where can you find more freedom and excitement than when gliding down the hillsides through the trees, the cheek brushed by the sharp, cold air and frosted branches? Your eye eagerly follows some untrodden path and every muscle is alert prepared to meet whatever unknown obstacle or danger you might encounter.

The snowshoes used for this purpose are long and of very graceful form. The chief thing in buying a pair is not how cheap they can be bought, but how good. A badly made pair is totally worthless. The wood used, which should be thoroughly seasoned, is generally Scotch fir, birch, ash, aspen, or maple. Any clever American boy ought to be able to build himself a pair good enough for practicing with.

It does not require very much time to acquire the knack of sliding along on a pair of the snowshoes, which, although they are but about four inches wide and never more than an inch thick, vary in length from eight to eighteen feet. At first the beginner will need a small stick to keep the balance and to use in pushing himself along, but this can soon be dispensed with except when sliding down a steep incline. It is best to begin on a perfectly level surface and to use only very moderate speed. Should the snowshoes get tangled up and the feet dissolve partnership, so to speak, do not be discouraged, but plod along and the art



ST. PAUL BELLE ON SNOWSHOES.

for these sails, with a view of regulating the sizes to be carried. The most popular model for the sails used at present is a triangular one, rigged on strong but extremely light and tough wood. Many of them have a contrivance by which the skater can take in or let out a reef as the case demands. Another style offered is provided with a light pole which serves as a drag, used to enable the skater to make quick turns or slacken his speed.