

ICE YACHTING.

MOST EXHILARATING OF ALL WINTER SPORTS.

Traveling at the Rate of a Mile a Minute—The Very Apotheosis of Motion—Construction of Ice Yachts.

He who has not been ice yachting is blessed in that he has a new sensation to experience—something to live for. To ride on the wings of the wind at a rate that sets one dizzy, so great is its speed, and yet to ride, or rather to glide without a jolt or a jar, but with a frictionless smoothness as easy as a bird's flight, is the very apotheosis of motion. Man has invented nothing to beat this; the exhilaration of a ride in the cab of a cannon-ball locomotive, the zest of sitting behind a team of record-holding trotters, the keener joys of a gallop across country, the delights that a free sheet and a flowing wind bring to sailormen, must all yield to the sense of intoxication contained in the flight of the ice boat.

Like the house in Whyte Melville's poem, the ice yacht is "not much to look at, but a good 'un to go." Adorn it and fix it up as you will, it is to the sailing yacht as the skeleton is to the body—a mere framework. It is as primitive and rough and ready in its

brought down to about three inches at the upper side and 4 by 4 inches at the extreme stern. The two side timbers are each about 13 feet long by 3 by 8 1/2 inches, and are bent into a slight bow. The runner plank, fastened by lag screws at exactly right angles to the backbone, is in a boat of this size about 12 feet by 14 inches.

There are several ice yacht clubs on the Hudson. Poughkeepsie has the Oak Point Club and there is the New Hamburg Club. The Orange Lake Club is also in a flourishing condition. Orange Lake is situated just outside of Newburg, N. Y.

The record for speed in a race among Orange Lake Clubs is held by Dr. Kidd's Snowdrift. On January 14 of last year she sailed over what was ostensibly a ten-mile course, but what, with tacking, etc., really amounted to eighteen miles of actual sailing, in 17 minutes and 14 seconds, something less than a mile a minute. The race was for a \$400 silver cup and open to all ice-boats, without handicap. It is now held by the Shrewsbury Ice Yacht Club, of New Jersey, whose boat, the *Sand*, came to Orange Lake with 1000 feet of canvas and took away the trophy most coveted of ice yachtsmen.

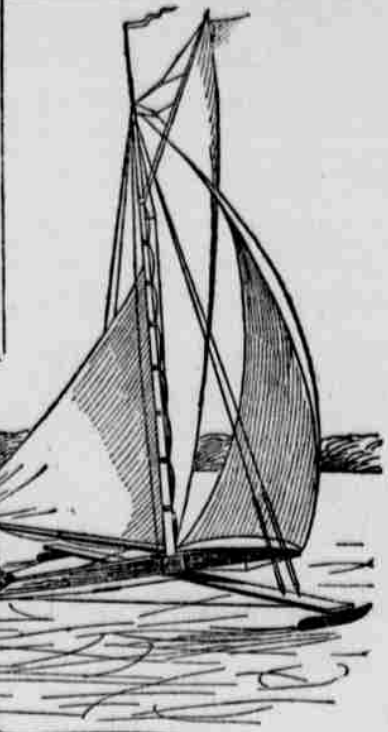
Any man who can sail an ordinary boat can sail an ice yacht if he will only remember one thing—that the latter craft cannot sail dead before the wind. A glance at the construction of an ice yacht will show the reason

PHAYING BY WHEEL.

Some Queer Habits of the Tibetans Described.

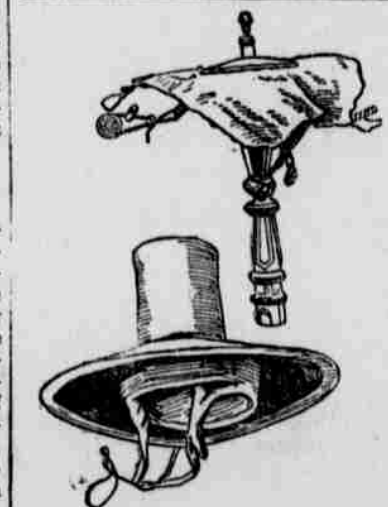
It is in their dress, their way of preparing food, in the ornamentation of their persons, that the Tibetans show their peculiarities, says the *New York Times*. Has the evolution of the chimney pot hat ever been discovered? Where did the stovepipe incumbrance come from? Here is the print of a summer hat as worn by the Tibetans. It is of straw, covered with red or blue cotton. Being apparently topheavy or made indifferent as to the size of the head of the wearer, the hat is provided with a throat-latch. The crown is eight inches high, and the brim fifteen inches in diameter.

One funny business peculiarly Tibetan is the use of the khata, or scarf of



TIBETAN PRAYER WHEEL AND HAT.

felicitation. This is a bit of silk, about as fine as gauze, of a bluish white, and is fringed. If you were a Tibetan, you would be quite lost without this scarf. You must take a supply with you for all ordinary occasions. If you meet a friend, quickly you must ram a khata at him, while you take the one he offers you. When you send a letter it must be folded upon a scarf. You might give the finest present or convey the noblest sentiments; they would go for nothing without the accompaniment of the khata. The good Father Hue writes entertainingly of the scarf of cere-



TIBETAN PRAYER WHEEL AND HAT.

mony, and tells how millions of them must be in use.

It is the prayer wheel, the mechanical device by which the Deity or the evil spirit may be propitiated, which is so astounding to us. Prayer wheels are of all sorts and kinds, and, if dynamos were in use in Tibet, prodigiously fine prayers might be reeled off in this way. Some of the native wheels run by water power, and there are windmill prayer contrivances. A barrel of prayers, always rotating, or on tap, is common in Tibet. Some times the formula "Om, mani padme, hum" is printed 400 times on a sheet of paper, put in a wheel, and, with proper gearing, can be made to repeat or run off the formula 40,000 times, and the more frequently the wheel spins the better. Prayers are printed on bits of flimsy paper, and these papers are tied to a string. Whenever the paper flutters in the wind then the pious Tibetan believes he is credited with a prayer.

Water-Repellent Walls.

To be able to make walls that will entirely resist moisture is of great importance in localities where the earth is damp and sodden. Experiments have been made with brick and sandstone, saturated with oils of various kinds. It is proven that raw and boiled linseed oil are the best substances with which to treat such wall materials. If bricks are heated as hot as they can be handled with bare hands, then dropped into oil and allowed to remain there until cold, then placed where they will drain and laid in a wall with good Portland cement mortar, they are practically impervious to water. Of course, a great deal of expense attends this work, but there are places where nothing else seems to answer as well. For ordinary cellars and walls, where such extreme nicety of handling is not required, a thick coating of Portland cement mortar laid on very smoothly and washed over with several very thin coats of almost all Portland will secure the utmost dryness and cleanliness. The qualities of Portland cement are not fully appreciated by the average householder.—*Ledger*.

DETAILS OF DRESS.

DECREES OF FASHION AS TO THE GARMENTS OF WOMEN.

Some of the Newest Modes of Hairdressing—A Handsome Thing in Tea Gowns—Stylish and Attractive.

There is a radical departure in the manner of dressing the hair," said a hairdresser the other day. "The mania for Madonna-faced girls is now dead as last year's leaves, and Madame Pompadour has the stage. If you want to be very distingue and smart you must brush your hair straight back from the face and let it form a soft puff, held back with fancy pins and stick combs. It does not in the least matter whether your face is the right shape or not, or whether you have a high forehead that will make you look like 'peeled onions' with your hair that way, it is 'the go,' and if you would be in the swim you must do as the swimmers do."

If one has a low Greek forehead, of course this style of dressing the hair will be becoming. It calls for absolu-

ly clean hair, too, because the puffs simply will not puff if the hair is oily or unclean. If your forehead is very high you may wear a few low locks about the temples, but they must be very unobtrusive, indeed. This style was once a favorite with Mrs. Cleveland. She may adopt it again. Too few women are careful of the manner in which they dress the hair for evening, letting stray locks fly in every direction, because there is no confining veil, but the pompadour will do away with that entirely, for it requires dainty treatment to make it "go." To cover up the ears is always a crime, and not many will regret that the ugly fashion is entirely obsolete.

In the matter of hair adornments you can pay your money and take your choice. Jeweled combs come all of six inches long, which catch back the ends of the pompadour roll and tuck in nicely around the knot in the back. Then there are tiny little combs scarcely an inch long encrusted with gems or bright in cut silver, which are to hold down the rebellious bangs in front of the pompadour. There are daggers, and swords, and combs, big and little, giant and dwarf, made of

length is provided over which the full backs and fronts are disposed, the tops being abridged with a heading and applied at square yoke depth. The upper part of the lining is faced to simulate a yoke, and the closing is effected invisibly in centre front. The sides fit smoothly, displaying the graceful curves of the figure and adding much to the graceful appearance of the gown. Stylish pointed bretelles lie smoothly over the shoulder, the edges being trimmed with insertion and a twist of ribbon with rosettes at each side decorating the top. A stock collar of satin ribbon to match covers the close fitting collar that finishes the neck. The fashionable Paquin sleeves are arranged over comfortably fitted linings, the wrists being finished with pointed bands or simulated cuffs. House gowns or wrappers of wool or cotton wash fabrics can be attractively developed by the mode, which is dainty enough for silk or more costly fabrics; with yoke or cuffs of contrasting fabric or color a desirable combination can be effected.

The quantity of 44-inch wide material required to make this wrapper for a lady having a 32-inch bust meas-



THE NEWEST MODES OF HAIRDRESSING.

ure is 6 1/2 yards; for a 36-inch size, 6 1/2 yards; for a 40-inch size, 6 1/2 yards; for a 42-inch size, 7 yards.

Andrew Carnegie gives a liberal annual income to the art gallery which he established in Pittsburgh, with the proviso that it shall buy two pictures by American artists every year.



THE LATEST IN TEA GOWNS.

MEMORIAL TO MEN OF THE PRESS.

Monument to Be Erected at Cramp-ton's Gap on South Mountain.

The memorial gateway at Cramp-ton's Gap, South Mountain, to the work of the press in the American Civil War, of which a picture is



ARMY CORRESPONDENTS' MEMORIAL.

shown, will be built of the mountain sandstone, found free there. Its arches are of limestone, and its band or frieze of terra cotta. A tablet will contain the names of the artists in the war. The place of the monument is central to Antietam, Harper's Ferry, Winchester, Monocacy, Point of Rocks, etc., and nearest to a railroad, one mile below the point, which was also a battlefield, and is 1000 feet elevation. It is fifty-five miles from Washington and at a cross-roads, on the settled mountain top, with a stone turnpike to the station. Cheap labor and material make the construction of this tall battlemented gateway, with its horseshoe arch, economical compared to city work. It is about forty feet square, the tower fifty-one feet and the main arch of sixteen feet span. The plan was drawn by the architect of the Congressional Library, John L. Smithmeyer, from the conception of George Alfred Townsend, one of the correspondents who gave the land and materials.

Greatness of the Head Waiter.

Until one has observed the elaborate detail involved in setting a table for a formal dinner, he cannot appreciate the greatness of the head waiter.

One day this week they were preparing a table at one of the clubs. The head waiter first measured the length of the table with a tape-line and then calculated what would have to be the distance from one plate to another. Then he calculated to find the exact center of the table where the floral ornament was to be placed. With a foot rule he was enabled to get the glasses in a perfectly straight row down each side of the table.

Then he had to measure by inches to find the exact place for each knife or fork.

How many people, when they see a well-laid table, know that not a plate, spoon or glass is one-quarter of an inch out of place and that the whole glistening display has been arranged with the care and accuracy bestowed on a mechanical drawing?—*Chicago Record*.

Peat Coke.

Many difficulties have been encountered in the production of peat coke at the works at Elenhult, Sweden, but it is believed that satisfactory results will be reached. With experience, the method of working has been improved. The air-dried peat is carried by rail to the works where the more fibrous matter is removed for textile purposes, and the remainder is crushed and carried automatically downward through six pairs of cylinders heated by peat power. The temperature increases downward to white heat in the bottom cylinders. The peat is only partially cooked, but thoroughly freed from water, and is finally ground to dust. The cost of this fuel is now a little less than \$2 per ton.—*New York News*.

How Far Blood Travels.

The mileage of the blood circulation reveals some astounding facts in our personal history, says the *Chicago News*. Thus it has been calculated that, assuming the heart to beat sixty-nine times a minute at ordinary heart pressure, the blood goes at the rate of 307 yards in the minute, or seven miles per hour, 168 miles per day, and 61,320 miles per year. If a man eighty-four years of age could have one single blood corpuscle floating in his blood all his life, it would have traveled in that same time 5,150,880 miles.

Railroad Train Loads.

According to a recent comparison of the different train loads on the various lines in the country, the Chesapeake and Ohio leads with 308 tons to a mile. Lake Shore is second with 267 tons, New York Central third with 249 tons, and the Erie fourth with 237 tons. St. Paul leads the Northwestern lines with 181 tons. Great Northern's record of 237 tons is approached only by the Union Pacific with 202, as far as trans-continental lines are concerned.—*The Manufacturer*.

To Encourage Matrimony.

Belgium proposes to facilitate marriage by reducing the legal age for both sexes to twenty-one years, instead of twenty-five for the man and twenty-one for the woman, as the law is now, and by making the consent of the father alone necessary, instead of that of both parents.—*Detroit Free Press*.



TAKING A SPIN ON A SPEEDY ICE YACHT ON ORANGE LAKE, NEW YORK.

design as the savage's first "dugout"—a horizontal piece of timber, and a transverse piece of timber and an upright stick, in other words, a keelson, a runner plank with its glossy shoes of cast iron or steel, and a mast for the sails, that are the motive power.

Simple as is the main design, there is as much care given to the construction and to the details of an ice-boat as to a sailing yacht. The rigging

must be of the best and strongest, and every bit of the frame work has to be put together with as much care as were the component parts of the "one-hoss shay."



ICE BOATING ON THE HUDSON.

The ordinary ice-boat weighs well over a ton, and for anything to give away a body of such weight is traveling over a hard surface at the rate of twenty or twenty-five miles an hour would be in the highest degree unhealthy for the man sailing it. The braces and bolts that hold the runner plank to the keelson cannot be too strong, though they may be too rigid.



AN ICE YACHT RACE—THE START.

An ice-boat sails all the better for a little elasticity in its backbone. The runner shoes must be perfectly true and straight and touch the ice on their entire cutting surface. Some ice yachtsmen, with plenty of money to spend, have their runners cast of Tobin bronze and tined down by machinery.

During the past twenty years all ice craft have had three runners. The spread and length of the two forward ones have been gradually increased along with a proportionate decrease in the sail area. Ice yachtsmen have found out that this is the best way to prevent their craft rising and rearing, for an ice yacht develops its highest speed, when close hauled, over smooth, black ice, with its windward forerunner shoe held steady three or four inches above the ice and the leeward shoe bearing the brunt of the whole work.

The first essential for an ice-boat is the very best seasoned lumber, free from knots or checks. Basswood is generally used, as it combines strength and lightness in an uncommon degree. The backbone of the average boat is about 17 feet 6 by 4 inches, which is

son for this. By letting out the mainsail the boat would head herself so quickly as to outstrip the wind, and thus leave her without any driving power except her own momentum. Moreover, with a yacht making a mile a minute in the teeth of a snorting northerner there is no time to trim sheets. As you start with your sheet so you must finish with it. In fact all ice yachting is close-hauled work, and many a yachtsman makes his sheets fast with three half hitches at the beginning of the season, and never gives them an inch of drift till his boat is placed out of commission for the season.

Windward work is the ice yachtsman's forte. He can work right into the eye of the wind and still make progress with his boat in a way that would make Captain Haft, the Defender's Captain, wonder if his eyes weren't deceiving him.

Interpreting the Koran.

The Koran is at the same time a religious and a political code. All Muslims admit it to be so, and it cannot be expected therefore that, since their religion is connected with their National policy, they will not make use of the former to carry out the latter. Their policy may be briefly defined—namely, the maintenance of their faith in its purity by exclusiveness and isolation; the emancipation of the countries which have fallen under Christian rule; the extermination of the infidel Nations and races who, by refusing to pay tribute for the redemption of their blood, are pronounced by the Prophet to be in a state of open rebellion against the law,

and consequently deserving of death. Enlightened and tolerant Mohammedans will endeavor to palliate those precepts by quotations from the Koran and Hadis, (Traditions;) but they are not the less cherished creed, the conscientious belief, of upward of 200,000,000 Mohammedans.—*English Consular Reports*.

Brass Doorkey Causes Death.

Daniel Haggart, a resident of Paw-paw, Mich., died recently from causes which doctors were unable to explain. Before his death, in a delirium, Haggart said he had swallowed a large brass doorkey. The doctors held a post-mortem examination and a brass key was found in his stomach. The poison produced by the corroding of the key had caused death.—*Chicago Record*.

Dr. Canni, of Leghorn, the specialist on diseases of children, who died a short time ago, has bequeathed his entire estate, amounting to \$480,000, for the establishment and maintenance of a children's hospital devoted to the serum treatment of diphtheria.