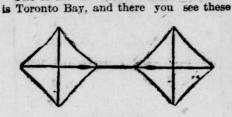
How to Enjoy a Sport Now Becoming Popular.

Great Speed Attained-The Construction of the Apparatus is Simple and Easy -All Over the Dominion the Rivers and Lakes Offer Good Fields for Skate-

Sail skating is good fun, and, perhaps, much near r attainment by the average boy and man than some think. One of the favored resorts for the skater



'(Length of pole, ten feet.)

ingenious aids to swift flight over gleaming ice known as skate-sails. Of course, the skater everywhere takes adayntage of a good breeze, and, by holding out either side of his overcoat, comes sailing down on the wind. That is one kind of skatingsail, and perhaps the variety best known in Canada. To use a skate-sail properly there must be plenty of room in which to tack about, and incidentally plenty of and with which to do it.

There are various kinds of skating-sails. anging from the makeshift of the open



(Pole passing behind skater's back.)

coat to the more scientific sails of which illustrations are here given. The German pattern, shown below, however, does not seem as practical as does the Toronto Bay idea, because, for one thing, there is altogether too much to it and there are too many braces—as a sailor would say to watch out for, and it seems almost impossible to beat to windward with it, while such is possible with the Queer City contrivance, yet, even where possible, it is very hard and laborious work. The idea of the umbrella-sail probably emanated from the idea of the parachute, or vice-versa, but the same fault may be found in it that makes the German idea apparently not practical. However, with the wind at his back, a skater using the umbrella-sail is enabled to make wonder-

ful speed. The work of making one of these skatesails is very simple. A piece of good clear (clear, that is, free from knots) spruce may be trimmed to about an inch square, with slight, tapering ends. The crosspieces of perhaps a little lighter diameter are secured, not by riveting or scarfing, but by a plain screw or wood bolt and a lashing of stout twine. The sails may be made of a lightweight duck and fastened to the cross-pieces by a loop of twine at each corner of the sail, being held in position by resting in a slit or notch in the end of the cross-piece. The length most favored in Toronto is a center-piece of about ten feet, with the sails measuring four or perhaps four and a half feet in

diameter. The successful use of these sails is a great deal more of an art, and entails more really scientific thought than one would imagine, and while instructions might be helpful, yet practical experience is the best teacher, the one fundamental principle being to never hold the sail in front of you. Always let the center-piece of the sail rest against your back and



A GERMAN TRICK FOR A SPEEDY MAID. hold it in position with outstretched arms, and in tacking either in the wind the same manner. When you want to stop, merely turn the sails quarter way one ha over, thus presenting them in a horizontal position and offering no resistance the wind. It is an intensely interesti sport, and between the island and the c very often during winter scores may seen skimming along over the ice, using this kind of a sail. Races are oft enjoyed and are among the leading ever of winter sport, excepting, of course, t championship ice-yacht races for world's pennant and trotting on the ic

A new invention is an unburned sand brick, made of sea sand or waste sand from mines, clay works, etc., bound together by a preparation of silica, alum, muriatic acid and Portland cement, and producing, according to the claims of the article, impervious to the atmosphere and mitable for every building purpose.

Minard's Liniment for sale everywhere

TO WALK ACROSS THE ATLANTIC.

The Daring Capt. Oldrieve and His Won-

Captain William C. Oldrieve, of Boston, has planned to walk across the Atlantic Ocean next July. He will begin his journey July 4, and will be accompanied by Captain William A. Andrews, famous by reason of his voyages across the Atlantic in a small best

the Atlantic in a small boat. It is nothing new for Captain Oldrieve to promenade the waves. That has been his pleasure and profit these ten years. Captain Andrews, who is to be the companion of the water pedestrian, will journey in a brand new 14-foot sailboat, and this merely repeats a feat performed in

1878 and again in 1892. The seagoing shoes of Mr. Oldrieve are the most wonderful part of the whole affair. At first thought they seem as fab-ulous as the six league boots of fairy lore. Yet they are simple enough when understood. They are really a pair of cedar boxes five feet long, with fins on the bottom and sides. They are very light and capable of sustaining 140 pounds, but as Oldrieve weighs only 130, they are as good to him as a steamer's deck. Into each of these wooden shoes the water walker's feet are thrust down deep and a rubber garter-like affair is fastened to his leg, thus effectually keeping out the water. Rubber boots reaching to the thigh are also worn. When thus equipped Oldrieve is able to walk many miles and to travel over choppy seas, and even the heavy swells of the ocean.

William C. Oldrieve is a sturdily built young man of twenty-nine years. He is but five feet four inches in height and weighs 130 pounds. Every pound of that, however, is hard muscle and bone. His strength has been developed, too, in actual walking on the water, which he has been doing since 1887. In November, 1888, he walked down the Hudson River to New York City from Albany, a distance of 160 miles. A week later he walked across the choppy East River. In January, 1889, he walked through Hunts



CAPT. OLDRIEVE AND CAPT. ANDREWS.

Falls, on the Merrimac River, at Lowell, Mass. In February, 1890, he walked through Lawrence Rapids, on the Merrimac. In December, 1891, he walked to Minot's Light, from Boston, and then started to walk back, a distance of twenty miles, but a thick fog having set in he lost his way and drifted in Massachusetts Bay for twenty-seven hours. He was picked up in an exhausted condition by the United States revenue cruiser Hamlin. In June, 1892, he walked across the Niagara River, three miles above the falls. On one of the coldest days of the winter in January, 1896, he again walked from Boston down the harbor to Boston Light. Amid floating ice he performed his nine-mile walk with comparative ease. Captain Oldrieve had the idea of walking across the ocean forced upon him. A few years ago he gave an exhibition of

A surf boat was manned and the crew put out to the rescue, but the surf was so high that the boat was capsized. The magic shoes of Captain Oldrieve served him to great purpose then. To those anxiously watching him from the shore he seemed to step from the top of one wave to another, as if leaping from one rock to another. In this hop, skip and jump manner he came ashore as deftly as if the whole performance were a stage scene, set for the occasion. It was this successful experience that first gave him the idea

his water walking off Pablo Beach, Fla.

A squall came up and he was driven out

that he could walk across the ocean. Captain William A. Andrews, who is going to accompany Oldrieve in a small boat, is a hardy, wiry man of fifty-four. He is about six feet in height and weighs 180 pounds. He is inured to hardship, and his greatest pleasure is in doing something adventurous and out of the ordinary. After having accomplished his proposed trip he intends to exhibit the boat in which he crosses the ocean at the Paris exposition of 1900. He expects to make a start on July 4 next.

"Every man has his specialty these days," said Captain Andrews, at his pretty home in Cambridge, Mass., the other day, "and my specialty is in crossing the ocean in small boats.

"My boat will carry fifteen square yards of working sails. It will be sloop rigged, with mainsail, topsail and jib. The mainsail and topsail are bent together. I can or down on it the sail is held in much carry all my sail in a squall or I can drop it all in scond, as I work it with a single block.

e 350 pounds of lead in put in a flat deck and one on each side for nds for clothes, and annts, a quadrant and carry our clothes in boxes. three months' supply canned.

oservation a day, at o get my latitude, and vessels for my longi-at in mind pretty well because I can tell sailing. I shall act and show him the board at night and e has got to depend

> la is prepared by quently used. ists who know pre-d quality of all in-

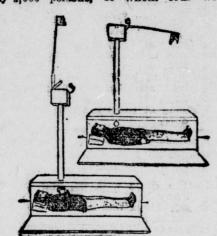
## Novel Burial Gase.

One That Is Designed to Prevent Premature Burial.

Count Karzice-Karnicke's Resurrection Scheme-Burials Before Death Average at Least One in One Thousand-How the Count Would Prevent Such Tragedies-Details of His Plan.

Queer schemes come to the Dominion of Canada patent office for permission to manufacture exclusively. Among patents applied for have been schemes to secure resurrection in case of premature burial. Whether one of these benevolent patents ever did save a man's life, or was ever tried, it is hard to say. But invention in this line of apparatus goes on, and a foreigner here comes to the front in a London paper with the following. Count Karnice-Karnicke is the man. But let "I have known in my life approximate-

ly 4,000 persons, of whom four were



A NOVEL BURIAL CASE.

In the background appears the apparatus undisturbed by the occupant within. In the other picture the occupant, returning to consciousness, has pressed the bulb, and so rung the bell and displayed the clarm flag. The box is on a level with the soil outside the grave, and opens by pressure or traction.

thrown into lethargy. That would therefore be one person of 1,000 taken in lethargy and declared dead by the physicians. Would it not be logical to admit, that if these four persons owe their life to the fortunate chance of waking up before interment, four others at least have come to life too late in the grave? In assuming the proportion to be one to 1,000 I am very much below the calculations of the Drs. Bruheir and Hartmann, both of whom have arrived at the terrible conclusion of one person in 200 being buried alive." Therefore, the Count has designed the "Karnice," which, so far as one can ascertain, is a tube leading down to the coffin, and communicating with an india-rubber ball there. If the corpse feels any symptoms of uneasiness, it can without difficulty squeeze the india-rubber ball. The effect will be that the current of air forced up the tube will immediately set a bell ringing, and cause a red flag to spring to a position of attention. By this means, to quote Count Karnice-Karnicke's pamphlet, many fellow creatures will be saved from the horrors of the grave in which, through an error of diagnosis, they have been interred as good as alive. In a footnote the Count observes: "Science fixes the length of the state of lethargy at fifteen days' maximum. The apparatus should be at the disposal of families at the rate of 1 franc per day, that is, 15 francs per burial. Thanks to an arrangement with an insurance company the total rate of hire should not be more than 5 francs for the whole period of observation."

### SWEDISH STATE RAILWAYS.

Director Count Cronstedt Retires in

Favor of Carl Nordstrom. The director-general of the Swedish State railways, Count Rudolf Cronstedt. has just resigned, having served forty-two years, the past ten years as chief of the whole system. He has been succeeded by the State Councillor of Commerce. Carl Fredrik Theodor Nordstrom, a member of the Second Chamber of the Swedish Riksdag. Mr. Nordstrom is a prominent man in Sweden. Soon after graduating from Upsala College he became a member of the Swedish Greenland expedition in 1870. For several years he has been connected with the Swedish State depart-



CARL FREDRICK THECOS A NORDSTROM. (New Director General Swedish State

Railways.) ments of zoology, mines and commerce. Since 1892 he has been an alderman of Stockholm, chairman of the gas and electrical establishments and member of several of the most important committees. He is a progressive man and a worthy successor to Count Cronstedt.

### The World's Swedes.

The 31st of December, 1896, Sweden had a population of 4,962,568, an increase since 1895 of 43,000 people. Estimating an additional increase during 1897 Sweden probably now contains 5,000,000 inhabitants, or a million less than the Dominion of Canada; in all about 6,400,00 people of the world speak the Swedish language, inclusive of 1,000,000 in the United States, 325,000 in Finland, 38,000 in Norway, 10,000 on the continent of Europe, a few thousands in Denmark, and probably the same number in this coun-

Plants. Prof. George Lincoln Goodale, of Harvard university, says that there are now about 200,000 species of plants, divided into flowering and flowerless plants, and, although nearly all of the flowering varieties might be used for food, only about 1,000 are so used and only 300 are fre-

A family moving is a fountain of

UNDER THE SEA.

world's record diver, was at Loch Craig, Inverness, Scotland. It was where the embankment had given away, a coincident similar to the recent wreck on the New York Central railroad. The heavy supply of rain caused the embankment to subside about six inches and the rails being off the level, the embankment gave way and the engine left the rails and tipped into the water.

I found I would need longer diving tackle. I had but two sixty-foot lengths. When I had gotten more tubing I went down with three lengths and landed a short distance from the engine at the bottom. I fitted up two iron railway chairs which I used in making the descent. I sank them to the bottom on a coil of twenty-seven rope, and I had to go up and down it like a monkey.

hand clenched on the throttle valve. The difficult to get him away.

I made them fast to the line I had with me and ascended. I reckon I was down thirty minutes. The weight of the diving dress is no small item in the work, the actual weight being 180 pounds to carry about-twenty-eight pounds on each foot, 168 pounds actual weight without helmet and breastplate. When I came up I was bleeding at the nose, ears and mouth, as the pressure on my body was eighty-four pounds to the square inch, in addition to an outer pressure on my body of the water.

which is now stored in its fine new fire-Parvin for more than half a century has been busy collecting books that pertain to Masonry, and the result of his labors in a library unique in the world of books. Every rare work on Masonry has gone, for years, to his collection. Book sellers in every city of the earth have watched and worked for him, and he has been the first to know about old editions turning up in the world's market through auction sales and other channels. The most valuable treasure in the collection is the Masonry. Mr. Parvin has exhausted the field and there are no more rare books to get. He has them all in the Iowa library. country, but scholars all over the world have come to Mr. Parvin to use the works untiring patience has gathered together. The story of his life from the time he came to Iowa in 1838 as private secretary to Governor Lucas is the story of that collection of books. He has done nothing else, but that work has been thorough. The library is now in charge of Mr. Par drawing to his earthly end among the volumes he loves so well.

### Photographing the Stomach

A new invention is expected to assist in diagnosis of ailments of the stomach, rendering laparotonomy unnecessary. A camera is introduced into the stomacl and exposed for a few seconds. A small incandescent lamp attached to it supplies the necessary light for photographing. No pain is experienced. When the camera is introduced the patient easily holds his breath, preventing move membrane until a picture is obtained.

Andrew Cameron's First Experience as Diver-His Record Breaking Trip. I had been a boy in the British navy, said Andrew Cameron, but at the age of 18 (the prescribed age) I took the position of torpedo diver.

My first real diving experience was off Trincamulee, Isle of Ceylon. The mail boat Hankow had capsized and all hands on board were drowned. The daughter of the governor of that

island had been to England and was going home on this ship. I was at Singapore at the time and was sent for by Admiral Ryder to recover the mails and bring the bodies back. When I had gotten up about everything and all the luggage and bodies I could find I was informed that the governor's daughter was

At last I found her in a small state room where she had been sitting with her satchel in her hand ready to go ashore. I had no thought of finding any one in the room as the ports were shut, whereas all the rest of the ports were open. Upon entering the door, a strong circulating current was caused and in an instant the life-like body rose at me with a bound. Perfectly dazed, I finally came to surface. When they saw me the men cried: "Scotty has seen a ghost." When I recovered a little bit I said, "You had better go down yourself and find the ghost." Then they told me that my hair was white, and I went to a glass and saw that my hair, which had been very black, had instantly changed and was half white. I was the only diver there, so that as soon as I was able I went down and brought up the My greatest feat, which made me the

It was a mineral train and only the engine went over, the couplings yielded. Divers failed to go down, as it was 200 feet deep. I was called from a place called Dole Bay, where I was working for the Northern Lake Co. I proceeded at once to search for the two bodies. Being a government certificate man, I had to go.

On my first actual descent I landed on the funnel of the engine. I climbed down and found the engineer standing with his fireman was standing with such a death grip upon the handbrake that I found it

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proof home in Cedar Rapids, Iowa. Mr. "Book of Constitutions"—the first edition of 1722. For this and a few others the tune. The library now has about 30,000 volumes—a complete collection of books on The institution is not famed in his own know it. Students from the orient, from India, from all the countries of Europe viz and his son. The old biblophite is

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