CHTING NOT UNMIXED PLEASURE.

ne Experiences. Possess None of the Charms So Often Painted.

One commonly thinks of yaching as the one commonly thinks of yacting as the ost delightful of summer pastimes, and a very word calls up visions of a wet eet, and a flowing sea, and a wind that llows fast," and whistlings through the lows fast, and whistings through the ging, blue sky, white caps, driving onds and all that sest of thing, to say thing of the possibilities of delightful mpanionship and the delicious uncontionality of meeting one's fellow men d women with all the formality and the sines of on whose life thrown of the same of the sam straints of on shore life thrown off; no sking talk or anything of that kind, but nocking about care essly and easily in nnel suits and having "a real good time." t, again, racing, with its excitements, and using, with all the possibilities of adnture. Such is the popular and accept-lriew of yachting, but there is another d gloomy side to the picture which the riter, who is son t mes inclined to growl, m set forth clearly in three distinct state nts, with an open challenge to contradicon-first, that to "go and take a sail" in mall boat belonging to some one else nd to sail aimlessly about on the open are is "an awful bore"; secondly, that to os "amateur crew" on a rowing yacht is otonly a bore, but a hardship, and lastly. hat cruising is a lottery absolutely dependent on the weather. Fogs, calms, storms and head winds are quite as usual as free rinds and sunshine.

Observe that nothing has been said about ssickness, which makes yachting im-

sible to so many.

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There is no place on earth where the sun an strike down out of the sky and bleach and blister and sizzle as it can upon such't deck. There is no place that can be otter or more stuffy or more uncomfortable than a yacht's cabin on a hot day, when there is no wind or when the wind is dead aft, and when it is rough, and the water is diving across the yacht's deck in a sheet of white foam, and the crew are all huddled behind the shrouds, into which old oilskins have been stuffed to make a streen, and the man at the wheel has lifelines running from the main sheet to the main shrouds on either side of him to keep him from being washed overboard. and the fire is out in the galley and the cook has been scalded by the soup stock jumping out of the boiler, and the becomes a like a soup stock jumping out of the boiler, and the barometer is dropping like mad, and the skylight leaks so that every wave which comes aboard sends bucketfuls of swash down into the cabin, and when every now and then a wave comes aboard and pounds down on her deck like a load of pig iron, and those below are shaken about like corn in a popper, and those on deck simply hold on and duck their heads—when such is the condition of affairs, yachting would not be considered a pastime.

The designts of being "amateur crew an be briefly summed up. They consist in lying flat on your face either in a hot sun or a pouring rain, and if you turn over having the owner shout at you: "Keep still! Do you think that you're a wild elephant? You jarred her all over that time." Farthermore all wachts are not rigged. Furthermore, all yachts are not rigged alike, and if the amateur crew is told at a critical point in the same and the same are the same eritical point in the race—say just before rounding the leeward mark—to let go the spinnaker halyards and let the balloon jib halvards and let the balloon jib halyards go instead, so that the whole sall goes over to leaward, the remarks which will be made to him will be "unfit for publication."

An Image of Gold. Two miles out from Kamakura and about twenty miles from Yokohama, Japan, on a terrace, near the temple of Kamakura, sits

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