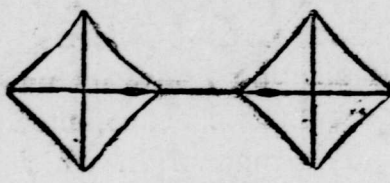


Skating With Sails

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-Sails' Use.

Sail skating is good fun, and, perhaps, much more so than some think. The average boy and man than some think. One of the favored resorts for the skater is Toronto Bay, and there you see these



SKATE SAIL.
(Length of pole, ten feet.)

ingenious idea to swift flight over gleaming ice known as skate-sails. Of course, the skater everywhere takes advantage of a good breeze, and, by holding out either side of his overcoat, comes sailing down on the wind. That is one kind of skating-sail, 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 wind with which to do it.

There are various kinds of skating-sails, ranging from the makeshift of the open



SAIL IN USE.
(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 Queen 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 wonderful speed.

The work of making one of these skate-sails 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 cross-pieces 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-pieces. 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 might be helped, 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 or down on it the sail is held in much the same manner. When you want to stop, merely turn the sails quarter way over, thus presenting them in a horizontal position and offering no resistance to the wind. It is an intensely interesting sport, and between the island and the city very often during winter scores may be seen skimming along over the ice, all using this kind of a sail. Races are often enjoyed and are among the leading events of winter sport, excepting, of course, the championship ice-yacht races for the world's pennant and trotting on the ice.

Bricks Made From Sand.

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 inventor, "a substantial and serviceable article, impervious to the atmosphere and suitable for every building purpose."

Minard's Liniment for sale everywhere

TO WALK ACROSS THE ATLANTIC.

The Daring Capt. Oldrieve and His Wonderful Seagoing Boots.

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 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 fabulous as the six league boots of fairy lore. Yet they are simple enough when understood. They are really a pair of oiled boxes five feet long, with pins on the bottom and sides. They are very light and capable of sustaining 150 pounds, but as Oldrieve weighs only 130, they are as good to him as a stunner'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 sturdy built young man of twenty-nine years. He is 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 1877. In November, 1888, he walked down the Hudson River to New York City from Albany, a distance of 100 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 River. 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 Massena 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 to the harbor at 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 his water walking off Pablo Beach, Fla. A squall came up and he was driven out to sea.

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 saved him to great purpose. To the purpose of 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 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 insured 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 mainmast, topmast and jib. The mainmast and topmast are bent together. I can carry all my sail in a squall or I can drop it all in a second, as I work it with one halyard and a single block."

"There will be 350 pounds of lead in the keel. I shall put in a flat deck and five compartments, one on each side of the keel, two at the ends for clothes, and another for instruments, a quadrant and sextant. We shall carry our clothes in water-tight tin case boxes."

"I shall carry a three months' supply of food, everything canned."

"I make one observation a day, and rely on passing vessels for my longitude. I can keep that in mind pretty well for days at a time, because I can tell about how fast I am sailing. I shall act as father to young Oldrieve on this voyage. I will go ahead and show him the way and take him about at night, and during storms, but he has got to depend on his own legs for getting most of the way across."

Hood's Sarsaparilla is prepared by experienced pharmacists who know precisely the nature and quality of all ingredients used.

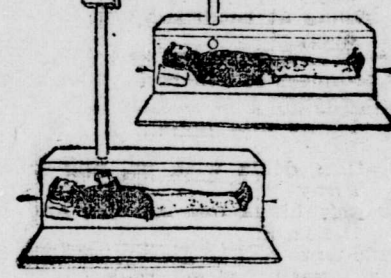
Novel Burial Case.

One That is Designed to Prevent Premature Burial.

Count Karnice-Karnicke's Resurrection Scheme—Burial 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 him explain.

"I have known in my life approximately 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 alarm 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. Brubaker and Hartmann, both of whom have arrived at the terrible conclusion that one 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 corpse, 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 longest ten years as chief of the whole system. He has been succeeded by the State Counsellor of Commerce, Carl Fredrick 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 THEODOR 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 4,992,568, 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 6,400,000 people of the world speak the Swedish language, inclusive of 1,000,000 in the United States, 825,000 in Finland, 38,000 in Norway, 10,000 on the continent of Europe, a few thousand in Denmark, and probably the same number in this country.

Plants. Prof. George Lincoln Goodale, of Harvard University, says that there are now about 300,000 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 frequently used.

A family moving is a fountain of troubles.

UNDER THE SEA.

Andrew Cameron's First Experience as a Diver—His Record, Breaking Trip.

I had been a boy in the British Army, 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 Trincomalee, 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 Rye to recover the mail 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 still missing.

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 they cried: "Scotty has seen ghosts!"

My greatest feat, which made me the 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 ruin 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.

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.

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 rail of twenty-seven rope, and was within 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 rail of twenty-seven rope, and was within a short distance from the engine at the bottom.

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

THEODORE S. PARVIN.

Originator, Builder, Conservator and Guardian Angel of the Masonic Library.

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John Noble COSTUMES

Worn Throughout the World. Three GOLD MEDALS Awarded.

Canadians who like to dress nicely look to John Noble Ltd. for their pretty and durable evening apparel. John Noble's many customers in Canada are so delighted with the goods supplied them, and the money they save after paying duty and cartage by dealing direct with the great firm of costume experts in the world, that no lady who has once patronized this firm would for a moment dream of getting her costumes elsewhere. They are exquisite creations and models of ease and comfort.

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