

**ORIGIN OF YACHTING.**

**CHANGES IN THE CONSTRUCTION OF VESSELS IN 300 YEARS.**

**Evolution in the Popularity of the Sport. The First International Race Was Between English and Dutch Vessels. Charles II Among the Earliest Patrons.**

The term "yacht" is derived from the Danish word "jagt," meaning a chase; hence yachting is the chasing of one vessel after another, and accordingly yachting and yacht racing are synonymous expressions.

A yacht is and always has been essentially a pleasure craft, but in the early days no yacht of any size existed. Thus we find a writer in 1706 referring to a yacht as "a small ship built for swiftness and pleasure rather than for merchandise or warlike service." History does not tell us where, when or under what circumstances yachts were first built, but it is certain they are of ancient origin and were only owned by royal persons and great nobles. The latter fact receives corroboration from an ancient but carefully compiled dictionary of singular words, where a yacht is described as "a pleasure craft of not more than 100 tons for the king's use."

The earliest mention of a yacht in this country was as far back as the Anglo-Saxon period, when King Athelstan received from the king of Norway a present of a magnificent state barge, rigged with purple sails and decorated with wrought gold. Queen Elizabeth, we know, frequently used a state barge, and so have successive sovereigns to this day. It is curious to relate, and goes far to show the primitive nature of our early resources, that while foreigners were able to build yachts their example was not followed in this country till 1688, when the first English yacht was constructed at Cowes and launched from that port.

But while 1588 may be fixed as the commencement of yacht building in England, it cannot be said that during the next half century much progress was made with the newly acquired industry. Indeed, had it not been for Charles II, it is probable that the trade would not have been established for some time to come. King Charles, however, was very fond of sailing, and the Dutch East India company, with the view of gaining royal favor, presented him with a small sloop rigged vessel. The advent of the foreign built vessel evidently stimulated native talent, as we find Evelyn, in his diary of Oct. 1, 1661, writing, "I sailed this morning with his majesty in one of his yachts or pleasure boats, vessels not known among us till the Dutch East India company presented that curious piece to the king." But the king was not only a yachtsman; he was also a designer, and drew the lines of the *Jamie*, a 25 tonner, built at Lambeth, and raced her against the *Bezan*, a small Dutch built vessel belonging to the Duke of York.

The course was from Greenwich to Gravesend and back and the prize £100, which was won by the *Bezan*. As the ships were designed and constructed in different countries the race may fairly claim to have possessed an international character, while from the fact that the royal owners steered their own boats it was clearly an amateur match. Unfortunately with the death of Charles II came another lull in the history of yachting, and it was not till early in the eighteenth century that any real revival took place. During this long interval, however, yachting had gradually become a more democratic amusement, and the sport of kings had descended to the level of commoners. Cork harbor became a favorite yachting ground and during the summer months was crowded with diminutive pleasure vessels. Indeed, so popular did the sport become that in 1720 the Cork Harbor Water club was formed to encourage yacht racing. The club ultimately developed into what is now the Royal Cork Yacht club. Here, then, we have the first authentic attempt at organization in the yachting world.

A few years later the sport came into favor in the south of England, and Maitland, in his "History of London" (1739), refers to sailing as one of the amusements to be met with on the river Thames, while later still (1801) Strutt, in his well known work on "Sports and Pastimes," mentions the existence of a society consisting of certain gentlemen who gave a silver cup to be sailed for annually in the vicinity of London. Toward the close of the eighteenth century Cowes became the favorite resort of yacht racing, but still the contending vessels were of small size, none being over 33 tons. It was not until the foundation of the yacht club, afterward the Royal Yacht club and now the world renowned Royal Yacht squadron, that yachting in this country may fairly be said to have established itself as a national sport, and even then (1812) the number of yachts afloat only reached 50, all told. But from this time the popularity of yachting rapidly grew, and club after club followed in quick succession.—London Times.

**Paid the Farmer For His Trouble.**  
A farmer in China, Me., recently heard smothered squawking in his henhouse, and 'twas midnight. When he went out, he found the henhouse door ajar, and sounds indicated that the intruder was still within. Therefore the farmer slammed the door, bolted it and posted himself outside the henhouse until morning did appear. Then he looked in the window and discerned a neighbor, who came contritely forth and paid the farmer \$38 for time, loss of sleep, etc. Still people say there is no money in farming.—Lewiston Journal.

**First Glass Windows.**  
The first glass window in England was one put in the Teltram abbey in the year 680 A. D. Glass windows did not come into general use for many hundred years after that date. As late as 1577 the glass casements of Ainsworth castle were regularly taken down and packed away whenever the owner and his family went visiting.—St. Louis Republic.

**A LEGAL COMPLICATION.**

**Michigan Law Gives the Mineral Range Train Robbers an Unusual Chance.**

In the case of the people against Dominick and Edward Hogan, William Butler and others, accused of the Mineral Range express robbery near Houghton, Sept. 15, the prosecution is in a quandary. The case is soon to be called for trial. Meanwhile the prosecution has to solve a very delicate legal problem or forego the hope of convicting all of the five men at present under arrest.

The specific charge against the five prisoners is robbery. The Michigan statute defines robbery as the theft of property by means of violence to the custodian or owner thereof, or intent to do great bodily injury or to kill in case of resistance. Fear is made an essential element of robbery, thus implying that the person or persons in charge of the property must be put in fear of death or great bodily injury. The maximum penalty in Michigan is imprisonment at hard labor for life. Dominick Hogan was the agent of the express company, and the \$70,000 stolen was in his charge. If he relinquished possession of the money through fear of violence, he was robbed and was not himself a robber.

On the other hand, if he was a party to the theft and feared no injury, then no robbery was committed, and none of the prisoners can be convicted of a more serious offense than larceny, the maximum penalty for which is five years' imprisonment. Therefore, to secure a conviction of any of the accused on the charge, the prosecution must prove the innocence of Dominick Hogan, whom it has caused to be held two months in jail, and whose good name has been ruined.

The only alternative appears to be the withdrawal of the charge of robbery and substituting the charge of larceny, the punishment for which must be very light as compared with the just deserts of such audacious criminals. The defense will make this legal technicality the main point in their line of action during the trial.—Minnesota Journal.

**A FIGHTER WITHOUT LEGS.**

**A Colored Man With No Legs and One Arm Makes Things Lively.**

City Jailer Tola Canova says that "if they ever send him out again to arrest a one armed, no legged man he ain't going to go." Tola's resolution is on account of an experience he had with an individual of that description a day or two ago. Tola was kicked in his dinner by a no legged man and felt so bad about it that he was almost tempted to send in his resignation.

It seems that Peter Moody, a colored man, who lost both legs and one arm in a railroad accident, filled up on pure undiluted cussedness at a cost of 5 cents a drink, and proceeded to paint East Jacksonville in bright vermilion. The first thing he did was to fire his pistol at a boy who drives an ice wagon for Martin Ferguson. The boy outran the bullet, and his cries brought Officer Moore to the scene, but Moody stood on the stumps of his legs in the middle of the road and defied the officer to come near him, at the same time waving in the air, in a reckless manner, a formidable looking revolver.

Officer Moore telephoned for assistance, and Sergeant Thames and Tola Canova went to the scene. They had the hardest kind of a struggle with the disorderly individual, who inflicted upon each of them some very painful blows with the stumps of his legs and arm. Finally, however, they got him in a cart, and by choking him succeeded in keeping him quiet. The blow of the stump that caught Tola in the stomach lifted him in the air somewhere in the neighborhood of three feet.

Moody is now in the city jail. He will be turned over to the county authorities on a charge of assault with intent to kill.—Florida Times-Union.

**The Great Gulf Storm.**

A late letter received from Biloxi, Miss., gives a more hopeful view of the situation. Hundreds of men are busy in repairing damages caused by the storm, and in a few weeks everything will be restored. The heavy rains which followed the great winds did great service in melting and washing away the salt debris that was left on shore. The writer says, "Even the flower beds in the Montross House yards were washed clean and show no signs of their salt bath." The wharves are being rebuilt, and the vessels high and dry on the road are being wrecked and removed. Ri in front of the Montross House wreckage of several vessels and lumber yards accumulated and greatly protected the property. The yard fence was the only one left standing along the beach. The destination in Biloxi is ported as being rapidly lessened. Am the prominent citizens of Biloxi who their lives in the great storm was Captain W. H. Patton of Back Bay. It was on the schooner La Marsh, and all his crew were lost. His remains were found lashed to his schooner some days after the storm had subsided.

**Sensitive Old Saybrook.**

The town of old Saybrook will hold a meeting in a few days to rescind a vote recently passed appropriating money for the building of a lockup. Since the vote was passed the sentiment of the town has changed greatly, and now the majority of the people believe that the erection of a building for the retention of violators of the law would cast an odium on the ancient town. It is seldom that the need of such a building is felt in old Saybrook, and the people believe that a community as orderly and law abiding as theirs can get along without it.—Hartford Times.

**One Cent Postage.**

Postmaster General Bissell believes that the inauguration of the projected one cent postal service is impossible at the present time, owing to the fact that there is a deficit of \$8,000,000 in the postal funds in the treasury, and the fact that the adoption of the service would of course reduce the postal revenue 50 per cent.

**IT LOOKS LIKE A SCHEME.**

**The Midwinter Fair to Be Used to Circumvent the Chinese Exclusion Act.**

The Chinese village that is to be constructed and maintained at the Midwinter fair may prove of interest to visitors from abroad, but the Chinese who are back of the enterprise did not originate it for that purpose, but in order to get another opportunity to add several hundred coolies to the present population of this country.

The Chinese believe that the resolution passed by congress granting to the Midwinter fair the same privileges that had been granted to the Columbian exposition—namely, the entry of foreign goods free and permitting to enter the country the laborers, artists and others of foreign nations connected with the exhibits of those nations—will offer them an opportunity to land some more of their countrymen.

They have placed the matter in the hands of their attorneys, and from the expressions of certain prominent Chinese it appears that they have received advice that coincides with their wishes in the matter.

Like all the schemes that the Six Companies go into, it will be for making money, and the plan they will pursue in this instance became public at the custom house yesterday.

Already the scheme has been put in operation, and negotiations have been opened with coolies in China who desire to become residents of the United States.

Little Pete, on behalf of the Six Companies and other Chinese interested, is in charge of the affair and will see that it is made a financial success.

Little Pete is the go between in all cases where money is used for the illegal landing of Chinese, and he is considered one of the shrewdest "fixers" doing business at the custom house. He has been given instructions to arrange for the importation of another gang of supposed actors, and for several weeks he has been in correspondence with those who are to assist him in China.

Letters have been forwarded to China announcing that all who desire to come to the United States and avoid the trouble that the exclusion acts present can do so by becoming members of the Chinese village that is to be imported for the Midwinter fair.

Under the resolution passed by congress, if it will apply in this case, the number that will be permitted to land in order to participate in the fair is not limited, and how many will be designated by Little Pete and his associates has not been made known. It is expected, however, that fully 300 will avail themselves of the excellent opportunity that will be presented, and for that privilege each one must pay \$200.—San Francisco Examiner.

**A VIVID DREAM.**

**A Passenger Kicked Out a Sleeper Window and Threw Himself to the Ground.**

A young business man of Minneapolis bought a furnace and had it set up on Saturday. Yesterday he worked all day showing his wife how to run it so she would not burn the house down, and last evening took a sleeper for St. Louis. Near Fulton he had a vivid dream.

He thought his house was afire and his family was locked up inside. With yells of desperation which fairly froze the blood of the other passengers in the sleeper, he kicked in the door and found the floor burned away, his wife and everything in the house cremated, and he himself landed in the cellar with a heavy thud. The blow awoke him, and picking himself up he found himself by the side of the railroad track. Glancing about him, expecting to see the train wreck and the other passengers killed, he saw in the starlight his train vanishing in the distance. He had actually kicked out the double window of his berth with his bare feet and thrown himself feet first through the window to the ground while the train was running 25 miles an hour, and was unhurt, save three cuts on his left leg, caused by the broken glass.

The passengers notified the conductor, and when the train was backed they found the man walking to meet it. He was clad only in his nightclothes. It was almost impossible to believe his story, but his condition, and the deserted berth containing his clothes, and the broken window confirmed it.—Moline (Ills.) Cor. St. Louis Globe-Democrat.

**A Curious Will Contest.**

A curious will contest, according to Paris papers, is about to be tried in the Seine courts. Five years ago a Russian princess died, leaving a large fortune. There was great surprise among her relatives when the testament was opened. By one of its clauses she left 5,000,000 francs to the person who would remain a year in the chapel to be erected above her grave in the Pere la Chaise. The body of the princess, according to the legendary report, lies in a crystal coffin in a wonderful state of preservation. No one of her relatives has been able to remain longer than two or three days in the chapel. What will become of the 5,000,000 francs is the question.

**The Comet Has a Short Tail.**

Professor Brooks of the Smith observatory has obtained his third observation of the new comet first discovered by him a short time ago. Its position at discovery was: Right ascension, 12 hours 21 minutes; declination north, 12 degrees 55 minutes. At the third observation its position was found to be: Right ascension, 12 hours 25 minutes; declination north, 14 degrees 52 minutes, which shows the rate and direction of motion since discovery. As seen through the telescope the comet appears quite bright and has a short tail. This is Professor Brooks' nineteenth comet discovery.—Geneva (N. Y.) Dispatch.

**John Reginald.**

In Canada's last famous murder case the accused was "John Reginald" Birchall. In the present one the prisoner is "John Reginald" Hooper. Have John Reginalds a propensity for becoming notorious?—Ottawa Journal.

**NEW USE FOR CHLOROFORM.**

**A Railroad Coachful of Passengers Stopped to Facilitate Robbery.**

When the first section of the east bound passenger train No. 8 on the Chicago and Erie pulled into the station here the other day, the brakeman told Policeman Haller, who was at the depot, that all of the passengers in one of the day coaches had been chloroformed by some unknown person. The passengers consisted mostly of eastern people who were on their way home from the World's fair, and the train only stopped at a few places along the line.

After leaving Huntington the passengers in the day coach all settled down in their seats to take a nap, and after the train left Decatur the brakeman was passing through one of the day coaches, when he detected a peculiar odor and noticed that the passengers were nearly all sleeping heavily. Their sleep appeared so unnatural that the brakeman grew suspicious, and going into one of the sleepers, where there happened to be a doctor with whom he was acquainted, he asked the physician to go into the coach and see if he could detect anything wrong. The doctor complied with his request, and going into the coach immediately detected the odor of chloroform. The doors and windows were opened, and in a few minutes they succeeded in arousing the sleeping passengers, who fortunately had not breathed enough of the drug to affect them very much. They were surprised to learn that they had been drugged and were very thankful for the brakeman's timely discovery.

It is supposed that after leaving Huntington some one entered the car, and finding the passengers already half asleep had saturated the car with enough of the drug to make them sleep soundly. He then went into another car to wait for the chloroform to take effect. Undoubtedly he would have returned to rob the sleeping passengers had not his scheme been discovered. The car being closed tightly and unusually warm, in all probability the passengers in a short time would have been at the mercy of the chloroformer.—Lima Dispatch in Cincinnati Enquirer.

**UNRAVELING THE MYSTERY.**

**Some New Light Has Been Thrown on the Blue Light Seen by Mrs. Carter.**

An Oakland, (Ills.), correspondent of the Chicago Herald tells the following story:

When Zach Carter's house south of Martinville burned last August a year ago, and it was alleged he was cremated, the fact developed that he carried \$46,000 insurance on his life, although he was always regarded as a poor man. How he could pay the premium on such an enormous sum is explained by his widow. About four years ago she was visiting a friend at Hartburg in what was known as a haunted house.

One evening while out in the yard her attention was attracted to a spot on the lot by a blue light. She had a stick in her hand, and going to the spot indicated by the light placed the end of the stick in the ground, when it began to push and sway and move the dirt. A box was thus disclosed. She took it to her room and found it contained \$11,000. She mentioned the fact to no one, not even her husband, for two years. After returning home she buried a part of the treasure and kept the rest in the house. That part, some \$3,000, was burned.

Upon looking up the records it was found that some months previous to the alleged discovery of Mrs. Carter a safe in a lumber yard at Lawrenceville had been robbed of \$11,000, and the man Penn, who was arrested for the crime, said that the amount taken had been buried, but refused to tell the place. Detectives were of the opinion that Carter was an accomplice of Penn, and a warrant has been sworn out for Mrs. Carter, charging her with receiving stolen property. She has since left the state.

**New Lakes in the Territory.**

A dispatch from Elreno, O. T., says that one of the curious features of the late unprecedented rise in the South Canadian river is the formation of numerous lakes along the bottoms of that stream. The sand has blown out of the bed of the river in times past until a high embankment is formed along the shores of the river, and behind this bank are left the lakes upon the subsidence of the stream. They give every indication of permanency, and some of them are many square miles in extent. The loss of valuable farm lands is very great, in many cases the settlers being driven from their homes and improvements.

**Mourning Suspended.**

The recent birthday of the queen of Denmark was the occasion of what appears to American eyes a singular proceeding. The Danish court is in mourning for Prince William of Glücksburg. On the royal birthday the lord chamberlain announced that mourning was "suspended" for 24 hours. For one day accordingly all was joy and gaiety at Fredensborg. The next morning befitting gloom once more descended upon the castle, and the royal inmates again began to mourn as hard as they could for poor old Bill, whose spirit must have been touched by this delicate attention.—Foreign Letter.

**The Watchman Stood the Test.**

After several houses at Islip had been robbed by burglars Mr. W. B. Cutting employed a watchman to guard his place at night. It occurred to Mr. Cutting last week to go out on the piazza late at night to see if the watchman was alert. He did so and had only taken a few steps when a pistol shot rang out and a bullet whizzed past his head. Then he retreated, fully satisfied with his watchman.—Brooklyn Eagle.

**What Is It?**

Rumors grow that new and important developments in the electrical industry may occur about the first of the new year. We know a thing or two, but can only advise our readers to wait and see.—Electrical Review.

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