

ABOUT ICE YACHTS.

PICTURES OF A CRAFT THAT CAN BEAT A RAILWAY TRAIN.

The Swiftest Goer On Land or Water. The Poughkeepsie Ice Boat Club—A Woman's Trip in an Ice Yacht—Not Much Accommodation, But Rare Sport.

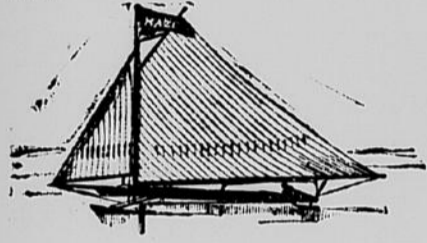
[Special Correspondence.]

POUGHKEEPSIE, Feb. 3.—Up the Hudson here the young bloods go quite as wild over ice yachts in winter as the young men of New York do over sailing yachts in summer. There is a regular association in this city called the Poughkeepsie Ice Boat Club. They have their colors, their pennants and streamers, their boats, races and all, just as if they sailed on water instead of upon ice. Their craft are propelled by the wind, like a sail boat. There is as much of an opening for betting as there is in a horse race.

This exciting amusement is rather new and promises to be very popular whenever there is ice enough to sail on.

We give illustrations of some of the trimmest and fastest of the racing rigs belonging to the Poughkeepsie club.

The construction of an ice yacht is very simple, as you see. Two strong light timbers are nailed together in the form of a Roman cross with very long arms. The head of the cross is the bow of the craft. At the end of each arm and at the foot a steel skate or runner is fixed. The skate at the foot is movable, turning from side to side. This is the rudder which steers the yacht. The steel blades at the end of the arms are fixed.

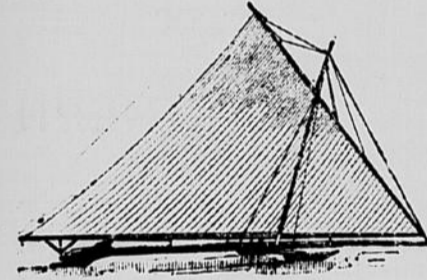


THE HAZE.

So much for the body of the boat. A mast is fixed into the timber at the junction of the crosspieces. A jib sail and mainsail, like those of an ordinary small boat, are attached. The ice boat affords the smallest accommodation for passengers of any known craft. They must "catch on" as best they can, anyhow and everywhere.

The Avalanche is of a pattern different from most of the others, in that it has one triangular sail fixed between two masts. This style of sheet is called the lateen sail.

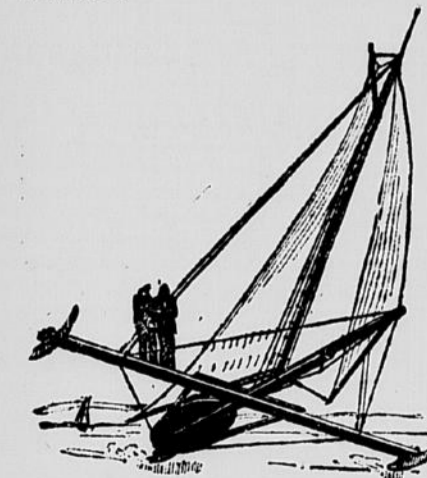
There is considerable rivalry among the various clubs on the Atlantic coast. There are ice yacht associations on the Kennebec, the St. Lawrence and the Shrewsbury rivers. But those of the Hudson beat all the rest, and of these the Poughkeepsie club is beyond doubt the "boss." It carries the challenge pennant of the United States. One great advantage the Hudson has is that the rise and fall of the tides are perceptible a hundred miles above its mouth. Thus, when the snow falls upon the great river the tides rise and wet it all over. Then the surface freezes over again and is as smooth as glass. The Hudson is a mile wide. There are stretches of smooth ice ten to twenty miles long. Over these the yachts can go speeding like a bird.



THE AVALANCHE.

Literally, it speeds like a bird. It is the swiftest goer on land or water. For the ice boat beats steam all to pieces. The Hudson River railroad follows the bank closely most of the way. A race between a railway train and a fleet of ice yachts is no uncommon sight these days. The ice boat distances the locomotive engine, under a fair wind, every time. Think of going half as fast again as the swiftest railway train; you will then understand something of the rate at which these queer craft spin over the ice.

Some of them are really quite large. They have been made over fifty feet long, twenty-five feet between the runners. Last winter there was considerable discussion among yachtsmen as to the swift-going qualities of the two kinds of rig shown in our illustrations. One party contended that the regular sloop rig, shown in the picture of the Haze, could get over the ice most rapidly. Others were ready to eat their own heads if the lateen or triangular sail, otherwise the ancient Latin sail, could not outstrip the other. They tried the issue, and the result was far and away against the triangular sail, the kind shown in the picture of the Avalanche.



IN A BLOW.

Fig. 3 shows another aspect of ice-boating which is almost too awfully jolly to be quite comfortable to anybody but a very strong-minded person. In ice-sailing it is always necessary to sit on the windward side of the craft. This is done to weight it down upon that side; otherwise the breeze might catch the sail and tilt the whole thing over, and there would be at

once a shipwreck and a runaway. Even when the crew are thus balanced upon the windward side a sudden gust sometimes lifts the iron foot of the cross-timber upon one side quite off the ice. Then all the force of those on board is expended to get it down again.

But a trip on an ice yacht is simply tremendous. How I know, I tried it once myself. It isn't common for a woman to do that sort of thing, but I assure you it is altogether proper. The sport is not to be recommended to a lady who would jump upon a chair and shriek if a dear little mouse ran across the floor, but one with the nerve that all women ought to have enjoys the fun immensely.

Think of going before the wind, the moon shining alike upon piles of snow and piles of cloud, white, cold and noiseless, like a ghost, the ice glittering all about you, the wind blowing a gale behind you, and you going at a speed which would make your hair stand on end if you thought about it, which you don't do. If you are a woman, and think about anything, it is of the good-looking young man who is helping you keep your unsteady hold. Seventy-five miles an hour! Almost hurricane speed! Good gracious!

Ice yachts sail most rapidly when going across the wind. If the wind is from the east or west the boat makes the best speed from north to south, or south to north. The sails are always rigged parallel to the course of the boat, as nearly as possible. This is called sailing "close hauled," and it is by this means that the ice boat can outstrip the wind which propels it. SARAH KING.

Senator Miller, of California.

John F. Miller, of San Francisco, who has been so dangerously ill, was born in Indiana, in 1831, his parents being Virginians. He received an academical education at South Bend, and was fitted for college at Chicago, but did not enter.

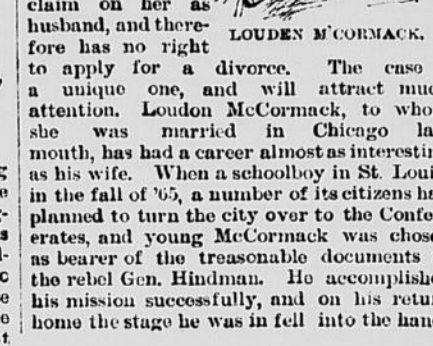
He commenced the study of law in 1849, and graduated at the New York State Law School in 1852. He commenced practice at South Bend, but soon went to California, where he practiced law for three years, when he returned to Indiana and resumed practice there. In 1860 he was a member of the state senate, but resigned to enter the army as colonel of the Twenty-ninth Indiana volunteers, and was soon placed in command of a brigade, serving under Generals Sherman, Buell, Rosecrans and Thomas, and receiving severe wounds in the battles of Stone River and Liberty Gap. Promoted to brigadier general, in the battle of Nashville he commanded the left division of 8,000 men, and was brevetted a major general for conspicuous bravery. At the close of the war he was offered a high commission in the regular army, but he declined it and returned to California, where he was collector of the port of San Francisco four years, declining a reappointment. He was a Republican candidate for presidential elector in 1872, in 1876, and in 1880, and a member of the California state constitutional convention in 1879. He was elected to the United States senate as a Republican, to succeed Newton Booth, Anti-Monopolist, and took his seat March 4, 1881. His term of service will expire March 3, 1887.

How Senator Miller Became Rich. I see that John F. Miller, senator from California, is dying at Washington, at the age of 55, with a fortune estimated at from \$4,000,000 to \$6,000,000. What a strange career is here epitomized! I met Senator Miller as a colonel in Rosecrans' army in 1862. His only fortune was his colonel's pay. In July of that year I saw him laid out on a battlefield, shot through the eye. A year later he had returned to duty minus that eye and richer only by the increased pay which came with his promotion to be a brigadier general. In 1866, I think it was, he called upon me in New York with his commission as collector of the port of San Francisco in his pocket. It was lonely; there was little else in his pocket. About the close of his term he fell in with Gen. Lovell H. Rousseau, whom Johnson had sent to Alaska as United States commissioner to receive that territory from the Russian authorities, and a man named Hutchinson, to whom Johnson had granted certain fur-hunting privileges. Gen. Miller and Hutchinson formed what is now known as the Alaska Commercial company, and it enriched both and others beside. Honors followed riches in rapid succession, and in 1881 he was elected to the United States senate. He has been liberal with his wealth, though not wasteful.—New York Tribune.

Maud Miller's Husband. [Special Correspondence.] New York, Feb. 3.—Renewed interest has been developed in the two marriages of Joaquin Miller's daughter, from the fact that they bring to light a peculiar phase of the unsettled question as to what constitutes a marriage. Though she was married first in New York to Steele Mackaye's son by a Catholic priest, this church does not recognize the marriage, owing to the information discovered later that young Mackaye was unbaptized. Then, in the divorce proceedings which Mackaye has brought, Maud Miller, the present Mrs. McCormack, proposes to prove that according to the laws of the state of New York he has no claim on her as husband, and therefore has no right to apply for a divorce. The case is a unique one, and will attract much attention. Loudon McCormack, to whom she was married in Chicago last month, has had a career almost as interesting as his wife. When a schoolboy in St. Louis, in the fall of '65, a number of its citizens had planned to turn the city over to the Confederates, and young McCormack was chosen as bearer of the treasonable documents to the rebel Gen. Hindman. He accomplished his mission successfully, and on his return home the stage he was in fell into the hands

of a band of highwaymen, who, taking a fancy to him, carried him away with them, and, to reconcile him, gave him about \$200 of their booty. The following day the country was scoured for the robbers, who, being close pressed, dropped young McCormack, and he was captured. His captors put a rope around his neck and the other end over a tree limb, with the intention of hanging him, after extorting a confession from him. He asserted his innocence so strongly and told such a straightforward story that he was allowed to go. When he grew up he chose the stage as a profession, and six years ago was engaged by Abbey to support Clara Morris. After concluding his engagement with Abbey, his confidence in his own managerial ability prompted him to handle companies himself. His ventures became more and more unsuccessful, until his last company, in which Maud Miller was engaged, became stranded in Louisville. Himself and wife are now playing in New York, where he expects to retrieve his fortunes.

Maud Miller's father visited New York last week with the intention of taking her away from her husband to the log cabin, in which he lives on the outskirts of Washington. His note to her resulted not only in a refusal to accompany him, but in the disclosure of a family skeleton, and the remark to a reporter that her "father possessed considerable of the plug ugly behind a Sunday school face." S. H. H.



LOUDON MCCORMACK.

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