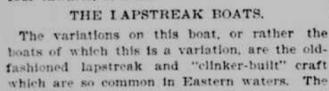
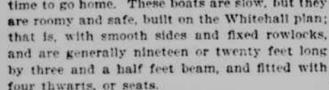
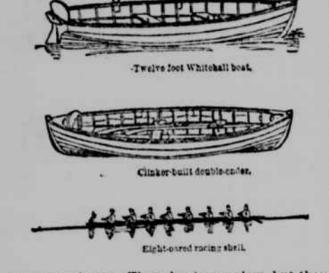


SMALL PLEASURE CRAFT. HOW ONE MAY FIND RECREATION ON WATERS ABOUT NEW-YORK.

VARIETIES OF BOATS FOR PLEASURE PROPELLED BY HAND, WHICH ARE BEING SEEN ABOUT HERE—THE GRACEFUL CANOE.

While the men with thousands of dollars to spare and plenty of time on their hands are enjoying life on board their floating palaces, and are being borne by favoring gales or driven by high pressure engines to ports and lands, where the means of killing time pleasantly are varied from those at the disposal of persons who are of the "stay-at-home" class, there is by no means a lack of pleasure on the home waters.



time to go home. These boats are slow, but they are roomy and safe, built on the Whitehall plan; that is, with smooth sides and fixed rowlocks, and are generally nineteen or twenty feet long by three and a half feet beam, and fitted with four thwarts, or seats.

THE LAPSTREAK BOATS. The variations on this boat, or rather the boats of which this is a variation, are the old-fashioned lapstreak and "clinker-built" craft which are so common in Eastern waters.

THE PLEASURE CANOE. The canoe, and the canoe, is the lightest and most graceful of all the boats used for pleasure and propelled by hand. One of the most popular of the various styles in which the boats are made is the Roy Row, made famous by McGregor and Baden-Powell. It is of fine cedar planking, built on the lapstreak plan, and propelled by a double-bladed paddle.

SOME CURIOUS VAULTS. A FREAK OF NATURE IN DUBLIN. From Good Words.

Just four miles from where I am writing, under the gray-blue northern sky, in the ancient city of Athlone, on the banks of the River Liffey, stands an old organ traditionally called "Handel's." Around it lie graves of men famous in the world of music.

With the heavier boats, like the whale boat or the surf boat, with which all who dwell on the Massachusetts coast are familiar, or the barge and yawl, boats more fitted for the use of the strong-armed toilers of the sea than those who go on the water for pleasure alone, or the sharpie, which is much used for hunting purposes, or the "sneak boat," fitted for the capture of unsuspecting water fowl, or the gig, which is one of the light boats of a ship generally reserved for the use of the captain, the New-York pleasure seeker has little to do.

When the dividing line between the man who is out for his own enjoyment or the pleasure of his family and the one whose efforts are directed to the development of muscle and the acquisition of skill is reached the question of rowing and rowboats takes on an entirely new aspect. The flat or keel-bottomed boat, more or less clumsy and always heavy, is left behind, and one comes to the beautiful modern racing boat, on which all the science of boat building and the most careful and scientific workmanship are lavished. In the first days of practice the gig is the boat most favored. This is a light, long, narrow, open racing boat, with outriggers, weighing from forty to seventy-five pounds, and adapted for propulsion by one, two, three or four pairs of oars. It is a favorite boat for oarsmen to use in knocking about in smooth or slightly rough water for practice. Then comes the working boat, which is the training school for the shell. This boat, like the gig, is long, low and sharp, but is often built without outriggers, the oars resting in square ports in the gunwales. When this method is adopted the gunwales are cut away in curves between the ports, and also clear forward and aft of the rowers. In some of the working boats, where speed is a requisite, light outriggers are used, and the sliding seat is brought into play, in order to insure familiarity with the workings of the shell.

PRACTICE ON THE HARLEM. When the sun is sinking low in the west, and sometimes in the early morning, the amateur oarsmen may be seen pulling away on the Harlem river as if for dear life, in an effort to accomplish as much as possible in the way of training in a short time. Standing on the floats which line the banks of the river from the Thirteenth bridge well up toward Spuyten Duyvil, or with easy, leisurely strokes sending a light shell along even with the rowers, are the men who are waiting the work and guiding the crews in the effort to get the best material possible for races in the prospect. These shells are the aristocrats of the pleasure-boat fleet, and bear the same relation to the Whitehall boat that the Defender does to a scow. The demands of profes-

sional oarsmen, rowing clubs, college crews and others have brought the science of building rowing shells to a high degree of excellence. The boats are usually built of cedar or mahogany, and excellent time has been made in shells of paper, moulded on a frame and varnished. Ash or beech forms the rails, and long pine is used for the keelson, or inner keel, and for the inside of the upper edge of the boat. On the keelson rises a strip of wood to the level of the seats or thwarts, the latter being placed low in the boat for the purpose of catching the sliding seat which shifts forward or backward with the movement of the oarsmen.

The boats used in races are divided into three sections by bulkheads, the largest being the centre cockpit for the rowers, and the two smaller ones for the coxswain and the stroke. The coxswain's seat is placed at the bow, and the stroke's seat is placed at the stern. The bulkheads are made of oak, are placed at intervals in the bottom of the boat, to which straps are fastened which hold the feet of the rowers and give a purchase for the push and pull. The rowlocks are of four round iron staves, the rowlocks consisting of one fixed piece which takes the pressure of the pull, a thole pin to add in the recovery of the stroke, and a sliding seat. The thole pin is held in place by a hinged iron rod, fitted with a latch, which snaps over the oar when it is in place, but allows of its being unshipped easily in case of accident.

These boats vary in length from the fifty-eight feet of the eight-oared racing boat, with its beam of two feet, and depth of slightly more than a foot, to the thirty feet of the single scull, as it is called, which is only one foot and four inches wide and draws only one and a half inches. It may easily be seen from the depths mentioned that one of the first lessons to be learned in the art of handling one of these boats is that of keeping a boat's hull without a keel afloat in the water, the bottoms being of a perfect segment of a circle, and varnished and polished until they shine like mirrors, the general slipperiness being increased by the use of oil on the slate. It is no uncommon sight to see an amateur making a desperate effort to right his overturned boat when in midstream. He generally finds that it is an easy matter, but that of the wide and shallow keel, and a half inch. It may easily be seen from the depths mentioned that one of the first lessons to be learned in the art of handling one of these boats is that of keeping a boat's hull without a keel afloat in the water, the bottoms being of a perfect segment of a circle, and varnished and polished until they shine like mirrors, the general slipperiness being increased by the use of oil on the slate. It is no uncommon sight to see an amateur making a desperate effort to right his overturned boat when in midstream. He generally finds that it is an easy matter, but that of the wide and shallow keel, and a half inch.

Canoes, the famous craft which the Indians use in the rivers and along the sea coast, have not made any appreciable inroads on the popularity of the heavier boats around New-York, but on the rivers of New-Jersey and on the St. Lawrence and upper Hudson are still to be seen the swift and graceful canoe paddling and sailing. Its devotees insist that there is no finer aquatic sport to be had. The Passaic is the home of the canoe in the suburbs of New-York, and there are several flourishing clubs on the river. This primitive style of boat, even with its later day modifications, is more difficult to handle than even the racing shell, from which it differs in that it is pointed at both ends, and that it is propelled by the use of three or four paddles. The means of propulsion, the boatman facing in the direction in which the boat is going.

VARIOUS KINDS OF CANOES. Made of birch bark in the Maine woods and the Adirondacks, of pine logs on the Chesapeake, and of finely polished cedar or mahogany on the Passaic and Hudson, the canoe is the lightest and most graceful of all the boats used for pleasure and propelled by hand. One of the most popular of the various styles in which the boats are made is the Roy Row, made famous by McGregor and Baden-Powell. It is of fine cedar planking, built on the lapstreak plan, and propelled by a double-bladed paddle.

THE RESERVOIR WATCHMAN'S DEN. WHERE HE ABIDES AND HOW HE OCCUPIES HIS TIME. Right in the heart of one of the busiest portions of this city stands a small, compact stone building, which has been seen by exceedingly few of the thousands who pass it daily. In fact, those who walk along the street would never suspect its existence, because it is elevated at a great height above the level of the street, and is reached only by a steep flight of stairs which are to be seen up in its neighborhood on the occasions of great parades have made intimate acquaintances with the little structure. So great a mystery has it proved to people living in the upper stories of a large hotel opposite, that a Tribune reporter was at considerable pains the other day to secure an entrance to the eyrie and discover its purpose.

INTERIOR OF RESERVOIR, 42D-ST. entrance in Fifth-ave., but was engaged in trimming the grass and shrubs in his spacious front yard. As he led the way up the stone stairway inside the which wall he explained that it was a charmingly quiet place, and that he preferred the pleasant walk around the reservoir on the wide stone pavement which covers the top of the walls, and that he preferred to work around the reservoir, and that he preferred to work around the reservoir, and that he preferred to work around the reservoir.

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SOME CAUSES OF SUNSTROKE. THE STRICT MEANING OF THE TERM DEFINED—FREE-LUNCH COUNTERS AND HEAT PROSTRATION. Judging from the newspaper reports of a few years ago as compared with those of the last season or two, it would seem as if there had been a marked decrease in the number of sunstroke cases in this city. While it is perhaps true that there has been some improvement, owing to cooler dress and more sensible habits of eating of many people, there is another and a different explanation of the apparent gain in this direction.

Real sunstroke, or "insolation," to use the medical term, is a rare thing. At the Hudson Street Hospital, which, owing to its location in a crowded part of the downtown district, receives more cases of the sort than any other in the city, seven patients suffering from actual sunstroke were received during the summer of 1895. Four have been treated there thus far this season, two of them within the last few days. At the Gouverneur Hospital, on the East Side, there have been, only two insolation cases since the warm weather began. It is understood, however, that great numbers of persons suffering more or less from the effects of the heat are taken to the hospital every day. They feel faint and ill, and their temperature rises perhaps two or three degrees above normal, but they are seldom in a dangerous condition. They have, emphatically, not been sunstruck, and by no means such vigorous restorative methods are used upon them as upon the real insolation patients.

What is called, in a general way, "heat prostration" is not uncommon. It may result from being exposed to a high temperature anywhere, whether in the sun or in a room, and, though, if the patient is stricken outdoors, it is commonly said to be "heat prostration," it is really a different thing when he is brought before them. People are frequently taken to the hospital under the name of "heat prostration," but the real trouble is an attack of gastritis, acute indigestion or some other disease.

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STREET PEDLERS SWARM. RICH FRUIT HARVESTS THEIR OPPORTUNITY. A TRADE THAT HAS ITS UPS AND DOWNS—OCCUPATIONS FOR NEWLY ARRIVED ITALIANS AND GREEKS. There appear to be many more fruit pedlers and keepers of fruitstands in New-York this season than ever before. The increase is largely attributed to the great influx of immigrants, especially from Italy. In the last twelve months, in the year ending June 30, the number of immigrants who arrived at this port alone, exclusive of those from Canada and Mexico, was 235,700, against 219,666 the previous year. Of the total number landed, 95,445 were Italians, including 14,236 who had been here before. Among the 95,445 Italian immigrants were 30,728 who could neither read nor write.

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STREET PEDLERS SWARM. RICH FRUIT HARVESTS THEIR OPPORTUNITY. A TRADE THAT HAS ITS UPS AND DOWNS—OCCUPATIONS FOR NEWLY ARRIVED ITALIANS AND GREEKS. There appear to be many more fruit pedlers and keepers of fruitstands in New-York this season than ever before. The increase is largely attributed to the great influx of immigrants, especially from Italy. In the last twelve months, in the year ending June 30, the number of immigrants who arrived at this port alone, exclusive of those from Canada and Mexico, was 235,700, against 219,666 the previous year. Of the total number landed, 95,445 were Italians, including 14,236 who had been here before. Among the 95,445 Italian immigrants were 30,728 who could neither read nor write.

THE EAST SIDE FORUM. WALHALLA HALL AND THE ASSOCIATIONS CONNECTED WITH IT. ITS PLACE IN THE LIFE OF THE EAST SIDE—THE LABOR MEETINGS, DANCES AND WEDDINGS THAT ARE HELD IN IT. A certain periodical which was making a strenuous effort to increase the size of its circulation some years ago conducted a number of voting contests, and one of these was to decide what hall or place of amusement in New-York City was most widely known throughout the United States, the proprietor of the resort getting the most votes to receive a solid brass ring or a case of French wine imported from California, or something of that nature. The contest resulted in the choice of Walhalla Hall. While the results obtained by this periodical, whose publishers have long since given up the attempt to enrich the literature of the Nation, may not be entitled to much consideration on the score of accuracy, it is nevertheless a fact that Walhalla

WALHALLA HALL IN TIMES OF PEACE. Hall is known far and wide throughout the land as a resort that is in its way unique. The newspapers are in a measure responsible for this, but Walhalla Hall has also been exploited by countless numbers of fiction writers, who in their efforts to write stories of East Side life have constantly resorted to Walhalla Hall for the necessary "local color." The glories of Walhalla Hall have often been celebrated in song and sung in the hearing of thousands of the theatre-goers of the country. Everybody has heard of the Bowery girl and how

WALHALLA HALL IN TIMES OF STRIKE. the form that today it wears. Walhalla Hall has grown up with the East Side. It is in the very heart of the poorest section of the city. Its managers, from the first of a long line, have always made it clear that they intended to appeal for support to the people of the lower East Side, and that the hall was to be devoted to their uses and to theirs alone. And Walhalla Hall seemed so well adapted to its purposes that it is small wonder that it is now and has been for so many years regarded by the typical and native East-Sider as the centre around which all the good things of his life revolved.

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