

THE YACHT SAPHO.—The Chicago Tribune has the following account of this famous yacht which recently beat the British yacht Cambria:

The yacht Sapho, which has just won her first laurels in a splendid victory over the English yacht Cambria, of the late of Wight, is one of the largest yachts in the world. She is built in America; she is about 270 tons burden, schooner rigged, and originally carried a larger spread of canvas than any other yacht afloat. About two years ago, however, her builders and (then) owners, C and R. Polton, ship-builders, of New York, lowered her masts about twenty-five feet, considerably reducing her spread of canvas. She still carries, however, an unusual amount of sail and is staunch, and best adapted to a heavy gale on rough sailing. Two years ago the writer was on board of her when she took part in a regatta, the vessels starting from the clubhouse of the New York Yacht Club, on Staten Island, and sailing around the light ship off Sandy Hook and back a total distance of about thirty miles. During only ten minutes of the time allotted to the race was there any wind adapted to the sailing qualities of such a vessel, the remainder of the time being a dead calm. During those ten minutes the swiftest steamer could not have kept up with her, and her movement was beautiful beyond anything the spectators had ever seen in a sailing vessel. Notwithstanding the great size of the vessel for pleasure sailing, her finish, in every detail, is as neat and perfect as that of any of the smaller craft. Her sailing qualities under a stiff breeze are probably unequalled by any vessel afloat.

NECK OR NOTHING.—An odd interruption in the proper execution of the law of capital punishment has occurred in England. There has been a knot in the hangman's noose, and the knot of Calcraft was unable to untie it. One Rutherford, or Butterford, not long since murdered the gamekeeper of the Maharajah Dhuleep Singh. This latter personage is an estimable gentleman of two and thirty, residing near Theford, in comfortable circumstances, that is to say, in the yearly receipt from the British Government of four lacs of rupees, about equal to two hundred thousand dollars, in consideration of having been deprived by John Company of his patrimonial Pundah in India. He came to England at an early age, embraced Christianity, and an English bride, took kindly to field sports, like a fine old English gentleman, and kept a game-keeper.

Now, Rutherford murdered this game-keeper, was tried for the same, convicted, and sentenced to be hanged. All this was quite according to the rule, and it only remained for Calcraft to do his horrid work. Here the difficulty interposed. Rutherford had a most inconvenient neck, an obstinate respiratory apparatus, that refused to yield to the rope. It is no part of our duty to explain this anatomical curiosity; it suffices that the English papers declare that Rutherford could not have been "turned off" in the regular way with any satisfaction to himself or to the executioner. Death would have been the result only of prolonged agony and torture. The Maharajah Dhuleep Singh's former subjects, the Thugs of India, had they tried their "little game" on Rutherford, would probably have relinquished his assassination as a bad job, or as not pleasing to the god of homicide. But, as it was manifestly desirable and compulsory that Rutherford should be hanged, to the end that game-keepers may not be murdered, this officer of the law was not authorized to give it up. Torture is condemned by modern civilization, and there was no legal authority to get rid of the criminal in any other manner than hanging. The result was a commutation of the sentence to imprisonment for life, and Rutherford escaped the gallows by belonging to an exceptionally stiff-necked generation.

GIRLS DON'T DO IT.—There is a practice quite prevalent among young ladies of the present day, which we are old-fashioned enough to consider improper. We allude to their giving photographs of themselves to young men who are merely acquaintances. We consider it indicated in the highest degree. We are astonished that any young girl should hold herself so cheap as this. With an accepted lover it is of course all right. Even in that case the likeness should be returned if the engagement should, by any misunderstanding, cease. If this paragraph should meet the eye of any young lady who is about to give her photograph to any gentleman acquaintance, let her know the remarks made by many young men, when together, concerning what is, perhaps, on her part, a piece of ignorance or imprudence; it would, if she heard them, cause her cheeks to crimson with shame and anger. "Were it a sister of ours" we have often said; "were it a sister of ours," but that not being the case, we give this advice to anybody's sister who needs it, most anxiously desiring that she should at all times preserve her dignity and self-respect.—Figaro.

TWO FOOLS AND A LUCKLESS DOG.—The tiny steamer, City of Liverpool, attracts much attention at Liverpool. She is twenty feet long, and is the property of Captain Pimores, but to be sailed by Captain J. O. Buckley. Both gentlemen appear confident that with the course they have planned out for themselves, and with fair weather, they will be able to reach New York in about fifty days. The City of Liverpool is covered her whole length and lined inside to the flooring, having a manhole or cockpit amidships. "Below" is fitted up with as much comfort as the lined space would permit of. There is a patent stove for cooking the provisions—there being three months supplies aboard—on the voyage; and also a sleeping space for either skipper when he is not on the "watch." The boat is rigged as a yawl, and can spread about seventy yards of canvas. Her tanks are capable of containing one hundred gallons of water, but should any accident occur by which it should be necessary to lighten the vessel, a tap can be undone and the water if necessary, allowed to escape. The City of Liverpool is fitted up with a two-bladed auxiliary propeller, which can be worked by hand on the same principle as a ship's pump. Besides Messrs. Pimores and Buckley, the only living thing on board will be a fine Newfoundland dog.

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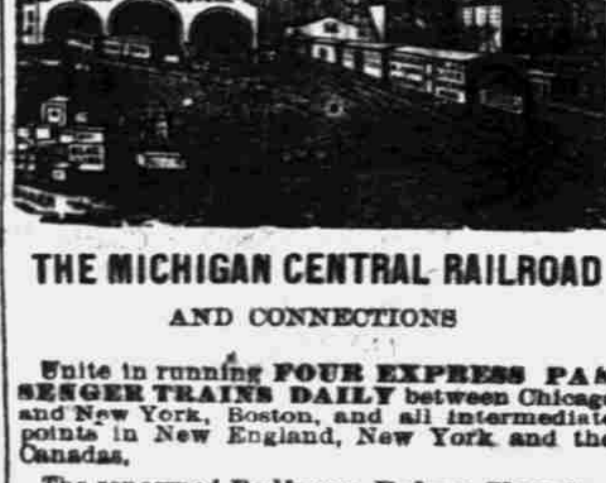
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