through his chimney, after punching a hole through the snow above it.

Snow-shoes for traveling are from 8 to 12 feet long, 3½ to 4 inches wide, and 1½ inches thick in the center. They are tapered at the top from near the middle to one-fourth of an inch in thickness at the toes, and nearly flat. The toes are turned up like sleigh runners. They are nearly of uniform width from end to end—a little wider, if any, on the front—and a spring is worked in, so that without weights they rest on the heels and points; but when the rider stands on them, the weight is somewhat evenly distributed, and a concave groove is made at the bottom, beginning near the toes and running to the heels, similar to the bottom of the skates. The bottoms are highly polished, and at rise burned and rubbed in until a full, mahogany-like finish is obtained, which hardens the wood, makes a smooth surface, and attracts heat when exposed to the sun—the latter beings a desideratom in putting on the "dope" when traveling.

Shoes made for recing are from 10½ to 13½ feet in minute 2.03 seconds, or a mile in 1 minute 12.03 seconds, or a mile in 1 minute 12.03 seconds, or a mile in 1 minute 2.04 seconds; 1,250 feet in 20 seconds, or a mile in 1 minute 12.03 seconds, or a mile in 1 minute 12.03 seconds, or a mile in 1 minute 12.03 seconds, or a mile in 1 minute 2.04 seconds; 1,250 feet in 20 seconds, or a mile in 1 minute 12.03 seconds, or a mile in 1 minute 2.04 seconds, or a mile in 1 minute 2.05 feet in 20 seconds, or a mile in 1 minute 12.03 seconds, or a mile in 1 minute 12.03

Shoes made for racing are from 10% to 13% the Bet Louis, Sierra county, a 9 year old feet in length, from 3% to 4% inches in width, distance, in 7 seconds, making her mile in 2 minutes at 11 accounts.

At Bet Louis, Sierra county, a 9 year old field went over snow drifts and holes, 300 feet distance, in 7 seconds, making her mile in 2 minutes 3.3 seconds. Where the turn commences to the heel, or back end of the shoe, there is a fluted or concave groove about % of an inch deep at the heel and tapering in depth from the turn at the point. This groove is about 15 inch wide, nar-rower at back end than in front. On top of the aboes, a little back from the center, there the shoes, a little back from the center, there is about 18 inches of wood left flat, and toward the front they are shaved and planed, tapering sufficiently to leave the point springs. There is considerable wood left behind from the center to the end, which makes the proper balance little or no spring being required on the back part—the most essential being the front. The object of this is, that in running over rough object of this is, that is related to the places, there will be no sudden jerk endangering the equilibrium of the rider, who offest attains a speed of 60 to 80 miles an hour on these shoes. They have a tendency to "back" when going over uneven snow, and the rider often finds that they are as uncertain as all other things are here below. So great have been the improvements made in racing shoes, during the past few years, from the original style, first introduced 20 years ago, that they now appear to have reached perfection.

The rider stands a little back of the center,

his feet being held by toe-straps of strong sole leather or india-rubber belting, fastened to either side of the shoe, and laced, where they either side of the shoe, and laced, where they meet over the foot. The too of the foot is put into the straps back to the ball, and in the hollow of the foot there is a small block inserted crossverse to prevent the foot slipping back; but this does not prevent the foot, when the heel is raised, from being slipped out of the straps. The bottom of the shoe resembles a state with a groove, but instead of being conver, it is concave. This is presented to be to be a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps. The bottom of the shoe resembles a state with a groove, but instead of being converted to the straps of the prohibited. Many of our towns of large size are composed entirely of frame buildings are altogether too unsafe to be tolerated. Plants are satisfied too constitutions of straps are satisfied to constraint the straps are satisfied to constraint the straps are satisfied to constraint the prohibited. Many of our towns of large size are composed entirely of grants are satisfied to comb

Snow Shoeing in the Sierras.

[Wittee for the Passe by C. W. Marsan.]

When the summic of the Sierra Revade Monntains, on the borders of this counties of Sierra and Plumas, are the towns of Le Porte, Howland Flat, Re Licuis, noted during the "dursh times" of California for their encounts yield of gold dust, and still retaining fixed characteristics of the typical horsest miner of '49.

The climate is very salubricus; most deaths cocker front great intemperatuc, exposure, accidents and violence. The spring, summer and autuapt months will compare favorably with the climate of northern Italy. The excessive heat prevailing in the valleys hasts for a few days, and only for a few hours during each affection. The winter norths are offen very severe, but even during the prevalence of the great storms, the cold is not so severe as in the Eastern States in the same latitude at a less altitude, while the same latitude at a less altitude, while the same latitude at less places; though generally there is but little in the lower valleys.

When the snow attains a considerable depth in the Sierras, locomotion can only be accomplished by means of the celebrated "Norwegian snow-shoes," or "Norway skates," without which travel would be nearly impracticable, and it becomes almost impossible to break roads or Italie, where the snow offen covers buildings even two stories high, so that people can only make their exis from their houses through the upper windows. It sometime happens that a resident has to elimb out through his chimney, after punching a hole through the shows whose it.

Snow-shoes for traveling a ref from 8 to 12 feet long, 3% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches with long, 5% to 4 inches wide, and 1½ inches

girl west over snow drifts and holes, 300 feet distance, in 7 seconds, making her mile in 2 minutes 5.3 seconds, "Great steaditions is required in stellag, and very perfect control over the shoes; but still with all, the best riders some times, plough the snow and bound in the air at a fearful rate. Serious injury is sallom snazained fugu falling. The greatest danger lies in other riders coming in contact with one falling. I will wanture the assertion that in no place but in California can so many men meet, contesting for prizes and the reputation of so many towns, and part in the utmost friendship.

If skating is healthy, gracoul and ineightful snow-shoeing is equally so, and viewed in a gymnastic light it has everything to recommend it, especially in those nortions schee our long and tedions winters are met with, which are thereby made seasons of joility and sport. Within a few years even our horses and mules have had to learn to travel on snow-shoes. The mail contractor on the mail route from La Porte invented some kind of a snow-shoe, by which his animals are enabled to travel over deep and soft snows, which they hardly could do before. It is made of heavy India rubber shelting about three-fourths of an inch thick, flat, and in the shape of an octagon, about 6 to 9 inches in diameter and fastened with screwickly means of iron bands fasade to fit over their hoops.

Frame Suitdings.

#### Frame Buildings.

We in America, if we would secure ourselves from the repetition of wide and overwhelming conflagrations, must be governed by Old World examples, and abandon that extensive use of

possible from sad to ead. They are constructed on the principle of skates, and to some extent the same evolutions are practicable, and a subscribed the points and nurves in design for a should the points and nurves in design for a should the points and nurves in design for a silent the points and nurves in design for a silent to provide the points and nurves in design for a silent to provide the points and nurves in design for a silent to provide the points and nurves in design for a silent provided to the same and the provided to the shows and easier them for the silent provided to the shows and easier them for the silent provided to come the value of the shows and easier them for the shows and the

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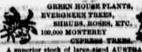
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