

THE YORK HERALD

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Stomach permanently above every other Remedy now in use. It is invaluable.

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Graduate of Toronto University College, corner of Yonge and Centre Sts. East, Richmond Hill, begs to announce to the public that he is now practising with H. Sanderson, of the same place, where they may be consulted personally or by letter, on all diseases of horses, cattle, &c.

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ADAM H. MEYERS, JR., BARRISTER, ATTORNEY-AT-LAW.

Office: No. 12 York Chambers, South-east Corner of Toronto and Court Streets, Toronto, Ont. January 15, 1873.

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Office: No. 41 Royal Insurance Buildings, Toronto street, Toronto, Dec. 2, 1859.

D. E. O'BRIEN, COALMANT, BOOK-KEEPER, CONVEYANCER, AND COMMISSION AGENT.

Office: No. 12 York Chambers, South-east Corner of Toronto and Court Streets, Toronto, Ont. January 15, 1873.

F. WHITLOCK, CHIMNEY SWEEP, AND DEALER IN OLD IRON, RAGS, &c., &c., RICHMOND HILL.

All orders promptly attended to. November 12, 1872.

Working His Way Out.

A New York correspondent writes of the late Fitz James O'Brien: "O'Brien had a penchant for moving from lodgings to lodgings, leaving his library in pledge for rent until he redeemed it or notified the landlady of his abandonment. Books came to him freely from publishers, and a new one soon accumulated. He once found himself involved in debt to a number of small but annoying creditors. Necessity spurred him into action. He laid in a supply of beer and provisions, bought a coffee-pot and a few cans of preserved milk, wrote on a card 'out of town,' nailed up his door, himself inside, and wrote himself out of debt by poems, magazine sketches, and a play in two weeks, coming out of his self-inflicted imprisonment healthy and happy to fetter the event by a two hundred dollar dinner at Delmonico's, at which the guests remained until breakfast next morning."

German Wedding Wreaths.

In the northern provinces of Germany and in Scandinavia, bridal crowns are composed of artificial myrtle, ornamented in a manner more showy than tasteful, with additional flowers in gold and silver. These crowns are often a foot or more in height. In the evening the garlands see the "abjanztan" danced off. A lively tune strikes up and the bridesmaids and other girls dance round the bride, who is blindfolded. Suddenly the music stops, when the bride places her crown on the head of the girl who happens to stand before her at the moment. Of course the maiden thus crowned will be the next to be married. These bridal wreaths are kept as cherished mementoes, often under glass. Should a silver wedding-day arrive, after twenty-five years of married life, a silver wreath is worn. Should the venerable couple survive to celebrate the fiftieth anniversary, the matron is crowned with a golden garland.

Mark Twain has announced his intention to abandon lecturing.

A Boston paper wonders why a member of Congress who recently spoke with so much feeling of the 'holy seed in his hair,' and 'oats in his throat,' forgot to complete the diagnosis of the case by alluding to the rye in his stomach.

BEAUTY OF FIDELITY.

Now the moon has kissed the sea, And the waves, all tremblingly, Throw aloft their silvery arms, Fall of love and ecstasy.

But the stars, they only weep; Grieving tears fall from each eye; All unheeded by the sea, Is their sorrowing jealousy.

Sea and moon and trembling stars, Love, and give of love again; Stars and moon and loving main, All must taste of jealous pain.

Love is measured but by this Burning pain of jealousy; Love that feels no fear at all Would not be the love for me.

I the sea, and he the moon, I the moon, and he the sea; Or I the jealous, hopeless stars— Never one shall know from me; But when the moon has gone away To other seas—may it be soon— Then the sea will softly say: "Stars are truer than a moon."

OLIVE HARPER.

A Remarkable Courtship.

A correspondent of the Indianapolis Herald, tells the following anecdote of Professor Foster, who filled, with much ability, one of the chairs of the Faculty of the college in Knoxville, Tenn.

Professor Foster was educated in the sciences usually taught in college, but his ignorance of the common affairs of life rendered him a remarkable man, furnishing a rare subject for the study of human nature in one of its multifarious phases.

Being advised by some of his friends to get married, he, with child-like simplicity accepted their advice, and promised to do so if he could find a young lady willing to have him. They referred him to a number of the best young ladies in the city, any of whom, they had no doubt, would be willing to accept his hand and make him happy. He was one of the most kind-hearted of men, as void of guile, as offence, and an entire stranger to the forms and ceremonies of modern courtship. He couldn't see the necessity of consuming a year or two popping the question—"Sally, will you have me?" So he went one day to the residence of the nearest young lady who had been recommended, and being welcomed and seated in the family circle, as he always was wherever known, he at once made known the object of his visit by saying in a clear distinct voice:

"Well, Miss Sarah, my friends have advised me to get married, recommended you to me as suitable persons, and I have called to see if you are willing to marry me."

Had an earthquake violently shaken the premises, the household could not have been more astonished. Like a frightened doe, Sarah started to run, when her mother caught her, and said:

"Why, child don't be frightened; the professor won't hurt you."

Being again seated, a blush succeeded the paleness which had been caused by the startling announcement, and she rallied enough to be able to the professor that as his proposition was so entirely unexpected she must have some time to consider the matter. This he granted, but said:

"As I am anxious, in case of your refusal, to see the other young ladies to-day, I can wait only one hour for your answer."

Knowing the worthiness, sincerity and simplicity of the professor, the matron took her blushing daughter up stairs for consultation, while the father was left to entertain his proposed son-in-law as best he could under the novel circumstances. Of course, the discussion of the sudden proposition between Sarah and her mother was private, and cannot be given in full. The most essential points of it, however, were told afterward. It was readily admitted that he was entirely worthy of Sarah's hand and heart.

"But, mama," said Sarah, "how would it look to other people for me to have to give an answer in one short hour—only sixty minutes—jump at hasty chance—and think how my young friends would jeer and laugh at me. Wouldn't they tease me to death? Oh, mama, I can never face that music!"

"But stop, my child, and listen to me.—There is not a young lady in the city that would not jump at the offer made you. Let them laugh. Girls must have something to laugh at, but it won't hurt you. Tell him yes, emphatically. If he were a stranger, who antecedents were unknown to us, however prepossessing in person and manners, or profuse in his professions of love, I would withhold my consent. But we have long known him; his moral character is without reproach, he is amiable, kind-hearted and sincere, a fine scholar, with an honorable position in the college, and he makes no false pretences. You know just what he is. What more do you want?"

"But mama, I don't know that he loves me; he hasn't even said so."

A New Cunarder.

The new Cunard steamer *Bothnia* was successfully launched on the 4th inst., at Glasgow, Miss Arbuthnot performing the ceremony of naming the ship. The *Bothnia* is 455 feet long, and has accommodations for 300 first class and 800 steerage passengers. She will have bunkers for 1,200 tons of coal, a quantity more than sufficient to carry her to this country and back again. All the modern conveniences are introduced, and passengers will have the comforts and luxuries of a first-class hotel. The *Seythia*, sister ship to the *Bothnia*, is also building at Glasgow.

Past, Present, and Future.

A well-known wealthy Parisian had had himself painted by an eminent artist. "As he was," "As he is," and "As he will be." "As he was" represents him at the age of twenty-five, a poor wretch in ragged garments, with his toes peeping through holes in shoes, slinking, half-finished, by the side of a wall. "As he is" figures him fat and jolly as an alderman, well dressed, with gold chains decking his waistcoat and diamond rings blazing on his fingers. And in "As he will be" he is made a hideous corpse. Not the least singular feature of such a singular freak is the fact that he has the paintings hung in his drawing-room.

The Desirability of Being a Princess.

A splendid wedding gift, of the value of two thousand guineas, was presented to the Duchess of Edinburgh, on the part of the officers of the Royal Navy and Royal Marines, on her arrival in London. It takes the form of a service of gold plate, the principal feature of which is a large hexagonal plateau bearing the arms of England and Russia in relief, the monogram of the Duke and Duchess, and this inscription: "Presented to her Imperial Highness the Grand Duchess Marie Alexandrovna of Russia, on her marriage with Captain his Royal Highness the Duke of Edinburgh, R. M. K. G., by the officers of the Royal Navy and Royal Marines."

Each angle of the plateau is relieved by finely modelled water nymphs and naiads, and the entire service is in the form, and enriched with many beautiful figures. There are also two seven-light and two smaller candelabra, a pair of claret-pitchers, six fruit-stands, twelve salt cellars of an ingenious shape, and other articles.

A Double City.

Parts of Cairo, Egypt, seem quite Europeanized. Broad streets have been laid out, modern edifices abound, gas-lamps are seen at every turn, shops like those of London or Paris display their wares in tempting forms, and flaring equipages, with grooms and outriders, dash along. But turn away a few steps from these parts, writes a recent correspondent, and you pass at once into a genuine Oriental town, full of narrow lanes or courts which pass for streets, where camels and donkeys dispute the way with foot passengers, and the dress and posture and tongue of all whom one sees tell him that he is in the veritable East. So that there appears to be two cities—one modern, western and active, the other ancient, stereotype and quiescent. The donkey boys and the Arabs at the Pyramids know enough English to talk with travellers, but the old Cairo, whether Copt or Moslem, has all the old stolid indifference to whatever is new or foreign.

Gossiping.

A writer in a London magazine says: "Every fifth woman in society proceeds upon the principle that whatever has not been communicated to her as a 'solenn secret' she is at perfect liberty to communicate to another. Not only does she think it perfectly lawful to communicate to her friend of Tuesday whatever happens to have been said or done by her friend of Monday, but she looks upon this liberty as a kind of natural right, and resents the notion of putting any restraint upon herself in such a matter. Every one knows that the day after least is the time when the blab is in her glory. Part of the next morning she spends in writing off a few piquant details to her mother and sister and most intimate friends; for the blab is generally quite as free with her pen as with her tongue. Her friends say of her, 'What a capital letter she writes,' and encourage her by their applause and keen appreciation of her funny stories. She has acquired a reputation for being amusing and she knows how to maintain it. If the sayings and doings of the preceding day fail to afford matter of sufficient amusement or interest, she is not thereby baffled. There is always the imagination to be drawn upon. The cleverest blabs—those who are most welcome to the women and most dreaded by the men of their society—do not rely on memory only for their stock in trade. There are but few things so funny in fact that they may not be made funnier by fiction."

OUR NEW YORK LETTER.

(From our Own Correspondent.)

In the year 1654, when the thriving town of New-Amsterdam attained to the dignity of a city with full municipal privileges, the toll of three stivers did not seem much to the well-to-do burghers for the passage over to Long Island, in the commodious ferry boats which plied regularly between the shores, from a point about where Peck Slip now is, to the foot of the road in Breukelen, which now bears the name of Fulton street. The Indians were charged double rates, an instance of the justice and wisdom of our New-Netherland progenitors, for the savages did not need money as much, nor did they know its value as well as they who had braved the perils of the ocean and the hardships of the forest for its sake. The year 1810 witnessed a remarkable instance of modern ingenuity in the construction of the ferry boats. The old row-boats were superseded by singular new-fangled double boats, propelled by means of a great wheel driven about by horses in a treadmill. One of the novel machine-boats had eight horses at the engine, and made the passage in only fifteen or twenty minutes. But the strangest sight was when the citizens of New-York witnessed on the 8th May, 1814, a little ship, without sails, puffing up smoke and steam, flapping the water with outlandish wings at the sides, and scudding over the river for no good reason at all apparently. In the year 1869, however, the people had long ceased their wonderment over steamboats, and began to think that not the twenty-five crowded ferry boats crossing and recrossing the East River constantly, nor all the steamboats in the world, beating, struggling up or down the stream by the rushing tide as they are, and dolging, backing, hiding and hurrying among the millions of passengers weekly, and all the trucks of merchandise and the multitudinous carriages which pass between the great seaport, New York, with its million of inhabitants and the great manufacturing city of Brooklyn, with its four hundred thousand. To know when improvement is needed is well, but the improvement may not come in a long while, particularly an improvement of such magnitude as making two shores meet which are so far apart.

To get on the stream in the double docks built up with stones, and thereby obstructing navigation entirely, a scheme which some proposed, would be like cutting away the rigging from one of the queenly merchant vessels which ride at anchor in the river, in order that sailors may get about better. Commerce must not be in the least degree interfered with in New-York; it is the city's life and hope, and it will not be long before all the dockroom and roadway in the East River will be none too much for the requirements of our trade. Another plan was a tunnel like the one under the Thames; but the channel of the East River is 60 feet deep, and to tunnel it would be a task for titans. But to span the River with a gigantic bridge, swung above the tall masts, although it would have to be nearly a mile long, and held up by towers higher than the steeple of Old Trinity, was a plan which did not dismay the engineers and those who are informed in the records of modern engineering. So a company was formed, and Mr. John A. Roebling, who was already known to the world as the engineer of the enormous suspension bridges at Niagara Falls and Cincinnati, was requested to draw plans for it, and in April, 1869, they were accepted by the board of consulting engineers appointed by Congress for the interests of the harbor, and he was appointed to direct the construction of the work. The financial management was to be by an incorporated company, who issued \$500,000 of capital stock. This was supplemented by a public appropriation of \$3,000,000 from the city of Brooklyn, and \$1,500,000 from the city of New York. The excavation for the East Pier was commenced on January 3rd, 1870. On the 19th of March, the great caisson or hollow casing within which the excavations were made, into which air was compressed five times as dense as above ground, to expel the excavated material, was launched, and was not long in reaching the required depth of 30 feet below the water. The New York caisson was not sunk until May, 1873. The masonry was begun on the Brooklyn side, July 15, 1870, and while the huge caissons, the largest constructions of the kind ever made, were slowly sinking under ground, the towers of massive granite blocks from Maine were building directly above them, sinking with them and helping to press them down with their immense superincumbent weight—they will weigh each 70,000 tons when completed. The work was steadily pushed forward until the cold weather came this winter. The Brooklyn tower has reached the height of 225 feet, and the New York tower is completed up to the flooring, 119 feet above high water mark. As soon as the spring opens, the anchorages, which are far advanced on the other side, will be commenced. Of the original fund of \$5,000,000, only \$500,000 remains, and the bridge may cost nearly three times the original estimate. Where these immense sums are to come from is undetermined, but at all events the work will not be abandoned, whether the legislature makes an appropriation for its completion or not. The towers will be 280 feet in height, 134 feet long, and 56 feet wide at the base, with two square hollow spaces within. The length of the entire suspended superstructure will be 3,797 feet, 1,595 feet over the river, from centre to centre between the piers, 930 feet on either side, high above the tops of the tallest buildings, to where the cables are anchored in a huge mass of masonry, there being no rock available. There it is met on the New York side by a roadway approach supported by iron pillars and arched masonry, 1,562 feet in length, starting at the City Hall Park, from the foot of Chatham street, gradually rising in an inclination of 3 1/2 feet in every hundred, and running through the blocks of buildings until at Cherry and Water Streets, it meets the suspended bridge floor at the height of 90 feet. On the Brooklyn side a similar viaduct will be made, 971 feet in length, to the terminus of the bridge above at Washington street. Its length including the approaches, will be 5,989 feet. It will be supported by four cables of galvanized tempered cast-steel wire, aided by a system of stays extending from the towers, which Mr. Roebling says are alone able to bear up the central span. The elevation of the main span is 119 feet above high water at the pier lines, and 135 feet in the centre. The floor will have five separate tracks, two for cars going either way, two for vehicles, and a central one for foot passengers. There will be two trains of from six to eight carriages constantly running forth and back, drawn by endless wire ropes and making the entire passage in five minutes. The suspended superstructure will be of iron. All ships under 1,000 tons burden can sail under it, as well as all schooners, brig and other vessels, but ships of over that tonnage will have to lower their top spars. The East River Bridge will be classed among the chief structures of the kind in the world. The first great suspension bridge built was the one at Fribourg, in Switzerland, and the longest now existing is the Victoria, at Montreal, 9,194 feet in length, but this will be surpassed by the one over the Tay, in Scotland, that they are now building, and which will have a length of 10,598 feet. Some of the bridges and aqueducts built by the ancient Romans, such as the aqueduct at Nismes, were scarcely less remarkable than the greatest triumphs of modern engineering. Trajan's famous bridge over the Danube was 4,770 feet in length, and more useful and important than this East River Bridge. It will confine and unify the two cities as no incorporation enactment, nor the best intentions of all the citizens could do. The distinction between Brooklyn and New-York will in the future be only one of names; and soon even that distinction will be done away with, for their union under a single charter will be sure to follow, if it does not precede the completion of the bridge. It will change the form and character of the great commercial metropolis to a degree which cannot be calculated. The rapid extension of the city up the narrow Manhattan Island will be arrested; it will spread evenly over the other shore, and within a little time perhaps the city over the river will exceed this town in population. The change which it will make in the appearance of the city will be marvellous. Until we become accustomed to the Cyclopean stranger and begin to regard it as a part of the city, we shall feel greatly chagrined and humiliated to see a broad highway, depending by a thousand chains from its towering piers, passing insensibly over our proudest edifices.

N. B. C.

The Place for Married Couples.

Punch says: "At your banquets never allow the wives to sit opposite their husbands. Not only flirtation (i. e. fun) is rendered utterly impracticable under such conditions, but there is a Gorgonism in each other's eyes which petrifies their tongues when they catch sight of one another. Let every wife be seated on the same side as her husband and as far from him as possible; then, although it may be mostly carried on in undertones, you will never find the conversation for a single moment cease."

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