

YOUNG FOLKS.

Hints About Rowboats.

Rowing is a jolly art, and a common one, and you may pick up so many finishing points from the great professional oarsmen of our day that we will talk of nothing but rudiments here. You know that every stroke ought to be taken with the back firm, the knees well apart, the elbows close to the side, the feet braced and the eyes set directly forward (which is really backward) and towards the stern. Throw the oar far back and take care that it does not go deep. Nothing is worse than to see an oar dipped deep and then tossed high; it is ungraceful, unscientific and a waste of force. A slight but firm depression of the wrists will make short work of this radically bad habit.

The blade, as it cuts its way below, makes a line almost level with the surface of the water and very close to it, and on swinging through the air back to position makes another close and nearly parallel line, that, whatever its modifications or extras, is the perfect stroke. The pull comes in the beginning of a stroke, but it must not be too much of a jerk. The oar's movement through the water, whether it be slow or swift, should always be longer than the oar's other movement through the air. And in all there must be no dawdling, no hurry, no splash. The college crews row after several fashions; and the best proof that there is an equal choice of manner is that the victory varies with the men, and that nobody knows, any year, what circumstances will combine to give the lucky ones that Jack!

Feathering, which is just scraping or tickling the water with the broad underside of the oar, so that the spray flies, is a luxury in rowing; not to be tried save on smooth water when nobody is in a very great rush. But in a time of big waves or wind, we have to try instead a quick strong beat, steady as a clock tick, and leave our elegant accomplishments behind us.

Rowing, after all, is not the whole business. Boys and girls are not good mariners who can only row. They should know how to manage every mood of their little craft, to launch and moor her neatly and carefully, to steer without sailors' knots on her ropes and to keep her so trim and steady that, if necessary, they may move about even in rough weather and change seats without a qualm in the boat's nerves or their own.

Where you have a rudder the steering is a pleasant and delicate piece of work, where it pays to be attentive and to keep a strict hand all the time on that wayward fin beneath you. A lax grasp, or a too nervous one, will bring on a bad attack of the wobbles. Fishes who have their jokes, I suppose, must laugh hard at the crazy zigzag tracks some boats leave on their blue highway. A yacht, a shell, a canoe, and even a rowboat is so clever and beautiful a thing that it deserves that you should devote your whole intelligence to it and love it too much to play any foolhardy tricks with it.

If we study this fine creature, water, it is best to master him outright; for he leads us out of our own country into a foreign place where our very sport is perilous, and where no trace is ever made of kept with mortality. So that there is immense pride and satisfaction in knowing how to keep cool, how to meet an emergency, and how to plan at once the campaign and tactics, what to do, and when to do it. And the most precious knock of all, the top feathering a voyager's cap, is swimming, which should be learned beforehand, by night, and which alone can send us abroad with clean breeches.

Nothing but patience and constant practice will teach the thorough handling of a boat. No amount of devotion to rowing machines in gymnasiums will do it, though they help afterwards. The way to learn the workings of a rowboat is to work in a rowboat. One good recipe is a quiet river or lake where you may have a roomy seat, a pair of easy car-chairs, and a fair little gondola built of whitewood or cedar and dandified with cushions, nickel and brass trims. The other is an awkward scow, at hap hazard on the sea, on a river like the Potomac, at Portsmouth, full of strange, powerful eddies and currents. If you have your choice of training places it would be excusable and sensible should you prefer the inland route and the civilized wherry, whereas it would certainly be silly and wrong to hunt for a danger, for the fun of "wrestling with it." But, as in real life, shores, those who have had to rough it young, to fight single-handed against a magnificent enemy, to "single hand the skill and the glory; as a molly-coddle amateur, will be, still, he can attain it.

Rowing is admirable exercise, and means strength to weak arms and breadth to narrow chests, and charities to legs and abdomens as well. Above everything it brings firmness of nerve. At five-mile row is literally nothing at all, and a twenty-five-mile one a poor thing to brag of especially if breeze and tide be favorable. But be scrupulous to keep it up no longer than you can do so with absolute ease. When your shoulders droop and twist with the stroke, it is time to play passenger and to give the oars to a mate.

A parting word, which ought to be the opening one of every enterprise, ally, is, "Don't be afraid." Carry this for your water creed—that it is a frightful thing overturn a boat, and that if you sit in a rowboat and steady and set with brains your boat will do so too; and that oh! finally, and it was a noble sailor, Sir Humphrey Gilbert, who said it first—"Heaven is as near by sea by land." Those of us who are not handed, according to an agreeable proverb, may be drowned yet; but don't dare to be afraid, again; even of that which is a very grim and far-fetched piece of philosophy, but quite as serious as the rest, "dear congregation, wherewith to end up this happy day; say sermon."

Sympathy in Affliction. A little boy of three years, whose mother played the organ in church, and who was obliged to be left in the care of others, was asked one Sunday morning what his kitten was crying so piteously for. "I don't know," said he, in tearful tones, "but I expect the old cat has gone to church."

THE NEW YORK AQUEDUCT

It is Thirty Miles Long and Will Cost About \$15,000,000.

The new aqueduct which is to supply New York of the future with water is a tunnel of thirty miles long, cut through solid rock, and large enough for the passage of a train of cars, says the New York Mail and Express. It will be completed at the end of the year, and will give New York as notable a marvel of engineering skill as the Brooklyn bridge and will command with that vast structure the attention of scientific tourists and students for many years. It is not at all likely indeed, that it will be rivaled in magnitude during the century or the next half.

It would surprise a good many people to know that at this very moment New York's water supply is totally inadequate. It falls far short of the demands of furnishing houses, hotels, and work-shops with water, but if a great conflagration were to suddenly visit the city, and with the wind blowing steadily in the right direction, the city would be swept as clean as were Boston and Chicago. The fire commissioners know, and have known for some time, of the inadequacy of the water supply, and on more than one occasion they have found that their firemen have been unable to cope with the flames and extinguish them as easily as might have been done if the supply of water had been greater.

The new aqueduct will remedy this evil and will give to Gotham all the water that the present city needs, with sufficient force and power to extinguish any conflagration, and it will in addition to that supply all the needs for the coming great city.

In more ways than one this new aqueduct is a very remarkable piece of work. It is known, of course, by most people that all the water that comes into New York is from the Croton river, but the big Croton dam, itself a marvelous work, by no means retains all the water of that river. To secure a full supply a system of new dams has been devised and is embraced in the new aqueduct scheme. One of these, Sodom dam, is intended to catch and store the water of the east branch of the Croton, holding it for use when required. The Mascot dam takes the water above the level of the Croton dam and stores it, to be fed to the lower or main reservoir as needed. That work is now in progress. This dam involves the expenditure of a vast sum of money. It is estimated that the land it will submerge alone will cost \$10,000,000. It will require a number of years to build it, but when it is completed New Yorkers will have the satisfaction of knowing that it is the greatest dam in the world.

The engineers who are at work upon this aqueduct are level-headed men who will tell you, if you ask them what they are doing, that they are simply making a tunnel 30 miles in extent, with a sectional area of 1554 feet. This is room enough for an ordinary train of cars to pass through. The aqueduct, as visitors to the city can see from the car window, traverses a broken country, over rocky hills, down deep valleys, then diving in broad rivers, and most of the way cut in solid rock, the depth under the surface being 150 feet. Except where it is carried under water courses it maintains a perfectly regular though slightly descending grade, and will deliver its vast river of water at the highest elevation on Manhattan hill, giving a head for distribution which will carry it to the top of an eight-story building.

The work on the aqueduct was begun in March, 1885, and the cost in money has been something like \$12,000,000. It would be well indeed, if this were all the cost, but as in all great engineering works, there has been a very large sacrifice of life and limb. Nearly 100 men have paid the penalty of their lives and 150 more have been seriously wounded. One of the most notable pieces of engineering work on the aqueduct is the crossing of the Harlem river. The old or present aqueduct crossed on the High Bridge an elevation of 120 feet above mean water. The new aqueduct, however, passes under the bed of the river to a depth of 225 feet, or nearly twice as far below the water as the present aqueduct is above it. The great depth is much more than was originally contemplated, but it was found necessary because of the discovery of a fissure in the rock underlying the river. This fissure was found to be twelve feet wide near the bottom of the river, but gradually narrowed until it was lost at the depth at which the tunnel was finally located. It may interest our readers further to know that the tunnel is to be lined with brick from end to end, and at the crossing of rivers is additionally strengthened by iron tubing. It passes under the Harlem in the form of an inverted siphon or letter V, and will, of course, be subjected to immense strain at its lower angle, but the engineers are doubling the thickness of the brick lining, and by the addition of the iron tubing, already spoken of, hope to meet the strain, and make the tunnel solid and substantial. Another troublesome feature of the aqueduct that the engineers encountered was a body of quicksand a little distance above the Harlem river. When struck, it ran through the tunnel with such force and rapidity that the workmen barely escaped with their lives, running at their utmost speed. It filled the tunnel back to the shaft, and necessitated months of work to put it right again. Five hundred thousand dollars was expended in seeking to overcome that troublesome encounter before the engineers were finally relieved by the extra shaft.

When the Brooklyn bridge was begun it was estimated that \$7,000,000 would complete the work, but \$15,000,000 was finally expended. How much this new aqueduct is going to cost no one can tell. It seems to be good for \$3,000,000 more, making the aggregate cost about \$15,000,000.

Business Morality.

Franklin (Ky.) "Favorite." Among the rubbish in the store-room of the late William L. Hilton a little old faded note-book containing some odd suggestions to his boys as to how they should proceed in life after he had passed to his record was picked up by a "Favorite" reporter a few days since, and is now, for the first time, given to the public.

Search the bible to find the bottom of the deceitful human heart and say your prayers at night. Think over every day's business at night. Never marry until you are 30 years old. Think three times before you speak once. Never court any girl unless you intend to marry her. There is danger in fooling young girls. Never give them any advantage in a letter. Never buy a small place with a fine building on it. Never buy white, sprouty, crawfishy land at any price expecting to make money by cultivating it. Never sell the products of the farm you work to any man, on time, at any price. There is nothing in this world but death that is certain.

Never loan money to your neighbors, for if you should have to sue them they would be no longer neighbors. Never let any man know anything about your business, except when you may have some difference and need to advise with a lawyer. Never keep all your money in one channel. Watch all men, as there are but few who are honest; in fact, there is none honest from the heart in everything. Never buy land of any person without first having a good lawyer investigate and pronounce the title clear. Ascertain if the land has passed through the hands of any insane person, to prevent his heirs from suing you on the title. Never pay more than one-half down on the land unless you know you are dealing with responsible parties. Be sure to go and ask all the parties that join the land you are buying to show you the corners of the land they own.

If you ever sell goods or groceries be sure to get a horse on the square, and on the inside corner if you can, and live on the same lot and in the building that you do business in. Be certain never to sleep away from the store-house. It is best to have yourself and family live up stairs with kitchen below. Never employ a clerk at any price; be content with what business you can do yourself. Trust no man further than you are compelled to. Smart thieves always steal about the hours of 10, 11, 12, and 1 o'clock. Weigh all you buy and all you sell, if possibly convenient, with a scale that you own.

If you ever loan money to any person take security if you can get it. If you loan money to a firm be sure to take each of the firm names to the note; then no one of the firm can slip out and say that the money never came into the firm. You may sell to irresponsible men any thing that you have, but never buy claims; notes, etc., from men that are not responsible, unless you investigate and find that the parties have no offsets against them. Never buy any kind of stocks, it doesn't matter how low or how high they are. Never, never, never, never, from the fact that stocks are too uncertain; the risk is too great; things are formed and they can rise, or lower, the price just as they see fit, so they can make money.

Never deposit money unless you take a receipt for it. Under the present law when you loan money to any person take a mortgage on the real estate and include both man and wife. If you have a surplus of money never, never loan it out to the people at any percent, but put it in good bonds; but the United States bonds are preferable, from the fact that the whole United States is bound for it. Four per cent when certain is better than 8 per cent when uncertain. Never buy inferior articles of any kind to make money on. If you live in town never invite any company and you will always have plenty of money.

Buy goods on time only in small quantities, whether wholesale or retail. If you have land for sale have it fenced to the cardinal points, so it will take the fewest rails possible to fence the ground. That keeps your land in square shape. Never work in wells or at any other work that endangers your life, (at matters) not how much you can make. Never endanger your life for money. Never stay in a house confined to business close, except you work in the morning and evening. Never buy property adjoining either a church or a school-house if you can avoid it. Be certain to give your children an English education at any cost if you can. Never be persuaded beyond your own judgment.

High Speed on Railroads. There are, many things connected with high speeds on railways, which tax the ingenuity of locomotive engineers to the utmost. The lines have to be made strong enough to withstand the heavy blows of the locomotive, or the other portions of the running plant are light in comparison. A railway train at sixty miles an hour may be compared to a huge projectile and subject to the same laws. The momentum is the product of the weight of the train, multiplied by the square of the velocity in feet per second, and if we allow a train of 125 tons, travelling at a speed of sixty miles an hour, then the work required to bring it to a standstill would be 14,400 foot tons exerted through one minute, or nearly 1,000 horse power, which gives some idea of its destructive force. If, unhappily, it should come into action, and yet this terrific power is so entirely under command that the strength of a child turning the small handle of the vacuum brake can bring the train to a stand in a few seconds.—Chambers Journal.

A Good Name. "Is your name Goodenough?" asked the merry writer of a man on whom he was calling. "It is," answered the man, with a look of surprise. "Then I have a bit of paper for you," and he handed him a plaster. "That is not my name," said the man. "But you said your name was Goodenough." "So it is," said the man, as he prepared to close the door; "it's good enough for me."

Thankful for Small Mercies. A French soldier on active service was informed by the Mayor of his village that his father had recently died. In acknowledgment he wrote as follows: "M. le Maire, I heartily thank you for my father's death. It is a little accident that often happens in families. As for myself, I am in the hospital minus one leg, with which I have the honor to salute you."

SLAVERY IN ZANZIBAR.

Seven-Eighths of the Population Are in a State of Servitude.

To give an idea of the importance of the slave question to the people here, says a Zanzibar letter to the London "News," it is only necessary to mention the fact that not less than seven-eighths of the population are slaves. Some Arabs have as many as 1,000 and the number of those who count them by hundreds is not small. The less wealthy residents find the best possible employment for their capital is to buy slaves, whose services they let out on hire to the Europeans for high wages. A small negro boy whose whole average price would be \$20 can earn 20 pence a day. The Europeans, in whose employment these negroes are, often have not the least suspicion that they carry the lion's share of their wages to their Arab masters. The blockade has not been successful in preventing the trade in slaves; in which every one on the coast, at least every Arab, takes part. Although the selling of slaves in the open market has not been tolerated since 1873, it still takes place in closed rooms (Europeans being excluded therefrom), and is perfectly legal. It may seem strange that negro laborers can not be transported by sea, which is allowed in the case of women and domestic slaves. In spite of the constantly increasing price of slaves in east Africa, donkeys are still dearer than men. A strong workman or porter costs on the average from \$100 to \$120 (£15 to £18). The Surias for the harem are naturally the most costly human merchandise, each well-to-do Arab having three, four, five, or even six. Pretty young negroes are always in demand, and usually fetch from \$50 to \$150, while Abyssinian women bring as much as from \$200 to \$500. Those who wish to possess such luxuries as women from Jeddah, in Arabia, have to pay fancy prices. It needs no long stay in this country to become convinced that however horrible the hunting of slaves may be the present form of slavery in Africa is not so very much worse than the political slavery of some of the working masses in Europe, indeed in many respects the work enacted from the slaves is lighter. The slaves in Zanzibar do not live in separate villages as in the Cameroons, but masters and slaves form one household. Before most of the houses one sees a lazy, laughing crowd of finely-molded negroes. They are the house slaves, whose lot is not by any means very hard. Although the Arab recognizes in the European a superior, the negro very often has more respect for the dignified Arab, who, although he eats in common with his slaves—perhaps would even play cards with them—still remains always a born aristocrat.

It is an age of invention. A Frenchman, M. Courtonne, announces that he will shortly make public a discovery he has made, which will enable people to use their eyes in the same way that the telephone adds to the ordinary powers of the ear—that is, as the telephone enables us to hear sounds from a long distance, the telephone will enable us to see far-off objects. M. Courtonne maintains that his invention will permit of the transmission on a wire of luminous vibrations, through any kind of obstacle for thousands of miles. The user of the telephone is assumed, can see whatever is visible from the instrument at the other end of the wire as easily as if he were on the spot. There is nothing improbable in this. If sound waves can be transmitted over a wire, there is no reason, except the want of knowledge, why light waves cannot also be transmitted. The latter vibrations are very much shorter than the former, but in one case, as in the other, it is merely vibration which has to be treated. Possibly the time will come when, so far as seeing objects is concerned, we shall be able to make a tour of Europe without going out of our own houses.

Big Ocean Flyers. Three ocean steamships left Liverpool for New York at the same hour on Tuesday—the City of New York, the City of Rome, and the Teutonic. Independent of the fact that the latter is making her first trip, a special interest attaches to her as she has not only been built for the ordinary purposes of commerce, but is also adapted to naval uses as a cruiser. The Teutonic, as well as her sister vessel, the Majestic, has a length of 532 feet, making these ships the largest afloat; and although they carry no guns, platforms are in place so that they can be quickly transformed from peaceful traders to war-ships. Their tonnage is 10,000 tons each; the material used in their construction is steel, and they are expected, with the improvements in their propelling power, to develop marvellous speed.—Pall Mall Record.

Couldn't Preach Against Stealing. Gov. Hoard of Wisconsin, in an address to the clergy at Monona last Friday, illustrated one of his points in favor of practical preaching by the following story: "In the old slavery days a planter accented one of his hands one morning and the following colloquy ensued: 'Hello, Uncle! Pete! I hear you are getting to be a great preacher among the darkies.' 'Yes, massa, de Lord open my mouf occasionally.' 'Well, Pete, what do you preach on?' 'De sins ob de people, massa.' 'That's a good subject, Pete; and by the way, you can be of some service to me, for you darkies are cleaning out my hen roost and hark-louses at a great rate and I want you to preach aginst stealing.' 'The old darky shook his head and said: 'Can't do it, massa; if I'd go to preachin' on dem' ar subjects dat'd go to a coldness ober de meetin'.'—Chicago Times.

Not a Bad Definition. Joocoe's employer: "Patrick, I understand you are a gentleman of good intellectual abilities. Can you tell me what a knight-errant is?" "Patrick (the proud father of twins): "A noight errant is it? Sure it's meelf as knows that that is better nor any other creature. It's goin' for the docther at wan o'clock in the mornin' sure."—Harper's Bazar.

Edith. "No, Herbert, I can never be your wife; but I will be—Herbert—Don't say a sister to me. So many girls have said that." Edith: "I wasn't going to say that. I was going to say that I shall be delighted to be your aunt. I accepted your uncle George last night."—Once a Week.

THE TRIBUNE

EVERY FRIDAY. TRIBUNE PRINTING HOUSE. MAIN STREET, STOUFFVILLE. SUBSCRIPTION 1.00 PER ANNUM. First column, per line, solid composed. Each subsequent insertion, per line. Professional cards, per year. RATES UNDER CONTRACT. One column, per year. Half column, per year. Quarter column, per year. Eighth column, per year. For six months or three months in the same trade.

HOIDGE BROS., Publishers and Proprietors.

CENTENIAL SHAVING PARLOR.

FIRST CLASS SHAVING PARLOR, fitted up in neatest style. Hair Cutting and Shaving. Equal to any city Barber Shop. Ladies and Children's Hair dressed in the latest fashion. Ladies, please do not call on Saturday after 5 p.m.

WM. A. BOVAR.

Wholesale and Retail Lumber Yard.

W. P. HARTNEY.

LUMBER, LATH, SHINGLES, SALT, PLASTER, COAL, WATER LIME, PLASTER OF PARIS, COAL TAR, TARPAPER, FIRE BRICK, FIRE CEMENT, Cash paid for Hides, Wool, Sheep skins, and all kinds of Grain, as you like.



KENDALL'S SPAVIN CURE.

The Most Successful Remedy ever discovered for Spavin, Ringbone, and all kinds of Lameness in Horses. It is a certain in its effects and does not blister. Sold every where.

KENDALL'S SPAVIN CURE.

Dear Sirs: I desire to give you testimonial of my cure of Spavin in my horse. I have used your Spavin Cure, and it has cured my horse. I have found it a sure cure. I cordially recommend it to all horsemen.

KENDALL'S SPAVIN CURE.

Price 25 cents per bottle, or six bottles for \$1.50. Sent by mail on receipt of price by the proprietor, Dr. J. C. Kendall, 100 South Broadway, New York.

KENDALL'S SPAVIN CURE.

Circumstantial Evidence. The murder of Colonel Jones of Cincinnati furnished a curious commentary on the value of circumstantial evidence. During the search for Mr. Jones, before it was known that he had been killed, six men stated that they had seen him alive on the street at the very hour when (as was subsequently learned) he was lying dead in his barn. These men were reputable citizens, one of them being a clergyman. They were all very positive in their assertions, and doubtless would have told the same stories if they had been under oath. Yet every one of them was mistaken. The mental conviction which can make memory play such pranks is difficult to understand. Happily no harm was done, for the murderer made a full confession before he knew of the avenue of escape thus opened to him. But the occurrences show that sworn testimony, even from the best of people, is not always absolutely trustworthy.—Rochester Democrat.

Too Late for That.

"I want to get a good hammock," said the customer. "Strong enough to hold two, I suppose?" suggested the salesman slyly. "No, sir," said the customer, with some show of resentment. "No, sir; I've been married for more than three years."