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Channel Bridge and Tunnel. I have to-day seen M. Varilla, the

author of the bridge-tunnel scheme of communication between France and England, telegraphs the Paris correspondent of the London Daily News. M. Varilla singularly resem. bles Napoleon; but, notwithstanding his name and appearance, he does not own to any Corsican blood. In speaking of his plan, M. Varilla told me that it had met with an excellent works, and that M. Yves Guyot is soon to submit it to the ministerial council. I asked whether the sum of 16,000,000 livres given in the papers at the cost of the bridge-tunnel was not under the mark. He informed me that it was a great deal above it. The estimate is 10,000,000 livres; but 12,000,000 livres would certainly not be exceeded. In reply to are mark that it would be a task of extreme difficulty to make a tunnel, both ends of which would be submerged, and both of them half a "Wall, then," Jerry continued, "if mile from the shore, the engineer it was the general belief that he stated that the technical difficulties pier by which trains might be raised or lowered. How was this to be done without letting the water into the tunnel? The idea was to construct two square tubes of iron, about 90 feet in height, 600 feet long, and 400 on a calm day towed out to the end of each pier, where they would be let down straight into the sea. Stones

be a second and smaller tube let Imogene's servants: down into the first, leaving sufficient space to admit of a wall of concrete peing built between the two. The then be pumped out, and the scooping out through the impervious curious mixture of stern discipline the level of the tunnel. There will be two great tubes of 160 or 170 feet or more in height, by which trains will be raised and lowered." "Your lifts," I said, "will be of hitherto unknown power." "Not at all," was of 1,000 tons. My elevators will need to bear only a weight of about

the reply, "at the canal of Fontinettes, in the north of France, there are elevators which raise a total weight 200 tons. The general technical dif- In case an offender should refuse to ficulties in what concerns the pipers | pay "direct without resistance," prowill not be great. The force of the tide and wind would not be greater than at the Forth bridge. The viaducts between the coasts and the lifts would be constructed on the cantill over system. In regard to the defensive question, each country would be absolute mistress of the viaduct and the tube at her end of the tunnel." "One more question: How

where did you get your idea, M. best to the solution of great technical and other difficulties. When reflecting upon the two opposite systems for a canal railway, it occurred to me that the bridge systems would do

Arriving at Conclusions.

the tunnel scheme."

away with many of the objections to

The doctors have talked so much about heart failure that now when a man has a pain he sits down and waits for his heart to fail. Nervous four or five feet in diameter, and bare people, although in comparatively of limbs for seventy or eighty feet, good health, awake at morning surprised to find that their hearts did

Old Jerry Budd, coroner of a remote county in Texas, had so much trouble in determining diseases that he fell into the habit of saying heart failure, it mattered not what sort of disease or accident took the victim off. One day a man was found dead in the road, with a bullet hole through his body. Jerry summoned store tell an amusing story of a decided that the man had died of

heart failure.

Several days afterward a man was self, he disappeared, and the next found hanging from a tree. Jerry thing that was heard of him in that decided that heart failure was the establishment was that he had ap-

"But hold on," said a morbidly particular fellow, "what figure does this rope cut in the premises?" "Oh, the rope," said Jerry. "Well, I hadn't noticed that. Men, what

about this rope?" No one expressed an opinion and

Jerry, after examining the rope, said; "There's nothing strange about the rope that I can see.' 'Yes, but wait a minute," remarked

the morbidly particular fellow. "This heart failure business has gone far enough and I want something else in this case especially as this reception at the ministry of public rope gives us a clue to the cause of death.

"I reckon you are right," Jerry re plied. "I reckon this rope might be accepted as a clue. Say, did any

of you know this feller?" "Yes," some one replied, "I did." "What sort of a feller was he?"

"Wa'n't no account to the community, I reckon?" "Not at all."

"Didn't amount to mneh."

"Well, wa'n't it the general belief that he would sooner or later be hung?"

"Wall, then," Jerry continued, "if would be hung, why we'll return it as were by no means as great as they might at first appear. M. Varilla then explained that his idea was to constuct a lift at the extremity of either that it was natural for the feller to die and having reasons for believing that he would naturally be hung."— Arkansaw Traveler.

In Shakespeare's Time.

In the time of Shakespeare domes tic service was in a state of transi feet wide. These tubes would be tion; the old system was decaying' bailt on rafts of special design, and the new one springing into life; and if one may be allowed to judge from casual references scattered throughwould then be shot down from barges out the plays of the poet, the new round the four sides of the tubes, so order does not appear to have been as to form breakewaters round them, altogether satisfactory. In "King and protect them from the action of Lear"-to take one example-Kent currents and storms. A peacefullake denounces Oswald, the steward, as a would thus be formed within the "knave, a rascal, an eater of broken tubes. "Just so," I said, "but how meats: a base, proud, shallow, begcould a tunnel be made without having it flooded? "In this way," replied Mr. Varilla, "the iron tube would rest on a bed of sand, having bears that the servants of the period beneath it an absolute impervious were companions and contidants of stratum through which the tunnel their master, and that they were would run. When the tubes and the generally sly and pilfering and playbreakwaters round them are in po- ers of practical jokes. In greatfamisition at the end of the piers, I bore lies it was customary for servants to down by hammering with specially constructed steam hammers. When the marley chalk is reached there will ludes to the usage when he says of

> "Her attendants are All sworn and honorable." The condition of servants at this LICALFOT is clear that they were ruled by a

stratum may be commenced down to and great laxity. One mode of enforcing obedience was by imposing forfeits or fines, some of which are enumerated by Sir J. Harrington in his "Nugæ Antiquæ." For being absent from prayers, for uttering an oath, for leaving a door open, or "for any follower visiting the cook," a fine was inflicted, while in another set of rules it is provided that

"It any one this rule doth break, And cut more bread than he can eat, Shall to the box one penny pay. vision is made at the conclusion that "Each one here shall be assistance. And he that doth refuse to aid.

By him one penny shall be paid." -Chamber's Journal.

Senator Ingalls' Desk.

Senator Ingalls studied law in Massachusetts, and as soon as he was admitted to the bar started to would Great Britian be able to pro- Kansas with \$70 in his inside pocket. tect herself from invasion?" "Noth- He opened an office near Atchison. ing easier. To begin with, she would His law library was made up of three destroy the elevator or flood the books, and the whole of his furniture tunnel. It would even be sufficient was a chair and a table. His first to destroy a part of the viaduct at client was a carpenter, and his fee her end. A gunboat, or a Krupp gun was paid in kind. He got a table and commanding the elevator tube could a high desk for his legal services, and effectively block the passage without this desk painted green is kept in the deffinitely ruining the tunnel." "And Ingalls family to-day as one of its most precious pieces of furniture. It Varilla?" I asked, "In thinking belongs to Ingall's son, Ellsworth, out a plan for the Paris Metropoli- who carried it with him to college tan railway, I was brought to think and who probably now uses it as a that mixed systems lent themselves part of his office furniture in the starting of his law pratice.-Cor. Philadelphia Press.

Decline of the Shellbark,

Not many eastern people, unless they are acquainted with the forests of the Mississippi valley, and more especially those found on the higher Alleghany mountains, know what a really large hickory tree is. The shellbarks of Southern Indiana are sometimes 150 feet tall, with trunks and even larger trees can be found in the still almost untouched forests of

prised to find that their hearts did eastern Tennessee and western North not make an assignment during the eastern Tennessee and western North are large trees are doomed, and before many years have passed every hickory tree of sufficient size and proper quality will have been sacrificed to supply the ever increasing demand for the wood.

> Couldn't Stand Such a Racket-From the Binghamton Leader.

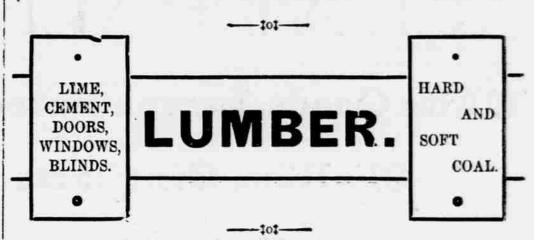
The clerks in a local dry goods a jury and, after holding an inquest, young fellow from the country who was employed by the firm not long since, and who was deputed to assist "Yes," said one of the jurymen, at the flannel counter. A young lady "but what's the matter with this dropped in and approached him with a beaming smile, remarking: "I "Oh, that bullet hole is all right. should like to look at your underif some fellow hadn't shot him, but as she remarked the look of horror his heart would have failed sooner or that overspread the features of the new clerk. Hurriedly excusing him-

prenticed himself to a barber shop.

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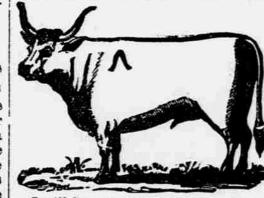
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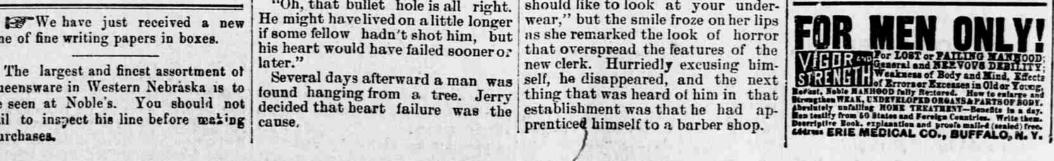


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