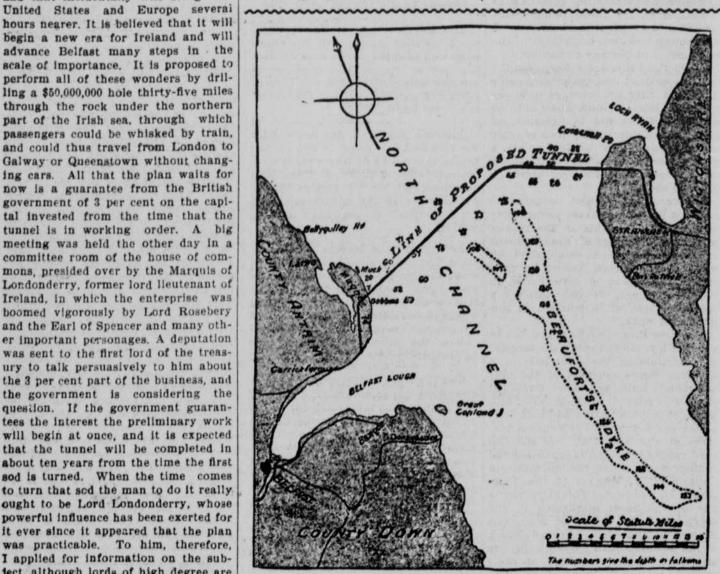
## Plans for a Big Tunnel Under the Irish Sea Which Will Connect Ireland and Scotland

and that incidentally will bring the stead of going to Queenstown." hours nearer. It is believed that it will begin a new era for Ireland and will advance Belfast many steps in the scale of importance. It is proposed to perform all of these wonders by drilling a \$50,000,000 hole thirty-five miles through the rock under the northern part of the Irish sea, through which passengers could be whisked by train, and could thus travel from London to Galway or Queenstown without changing cars. All that the plan waits for now is a guarantee from the British government of 3 per cent on the capital invested from the time that the tunnel is in working order. A big meeting was held the other day in a committee room of the house of commons, presided over by the Marquis of Londonderry, former lord lieutenant of Ireland, in which the enterprise was boomed vigorously by Lord Rosebery and the Earl of Spencer and many other important personages. A deputation was sent to the first lord of the treasury to talk persuasively to him about the 3 per cent part of the business, and the government is considering the question. If the government guarantees the interest the preliminary work will begin at once, and it is expected that the tunnel will be completed in about ten years from the time the first sod is turned. When the time comes to turn that sed the man to do it really ought to be Lord Londonderry, whose powerful influence has been exerted for it ever since it appeared that the plan was practicable. To him, therefore, I applied for information on the subject, although lords of high degree are not much given to granting interviews in England.

Lord Londonderry's great town house in artistocratic Park lane in London is as grim and forbidding outside as it is spacious and luxurious within. The marquis was in his library, seated at a flat-topped desk, which fast that will carry weight, for that is one must suppose to be the grandfath- the city most directly interested in the | tee the 3 per cent interest will the plan er of all desks, for it was big enough 'tunnel. It is the chief city of Ireland, 'fall through for the present?"

for a tunnel that will make all tunnels eral hours off the time of passage if gauge between the English and Irish dug hitherto seem rather insignificant, the steamers were to stop there, in- roads, but that would come in time.

Money is ready and plans are laid, great importance. It would cut sev- | owing to the present difference in the | have an important effect upon the de-"I believe the passenger traffic alone



trous for Queenstown, isn't it?" "Yes, rather."

"And Queenstown is going to be heard from on the subject isn't she?" "No doubt, but it is the voice of Bel- am such a notoriously bad sailor."

"But that program is rather disas- | would go a long way toward making the line pay, for it is a long disagreeable trip by boat across the channel. But perhaps I am prejudiced. They say I am in favor of the tunnel because I

"If the government refuses to guar-

velopment of Ireland. It is an affair of national importance. The money, I understand, can be had as soon as the government guarantees the interest but the stockholders will not ask the government to step in until the work is entirely done and the plant is ready for operation. I know little about the plans or the financial part of the work, but I have no doubt American capital would be largely interested.

"But one thing is certain, the effort to interest the government is entirely non-political. At the house of commons meeting, over which I had the honor to preside, one of the strongest supporters of the plan was my opponent at the polls, and Lord Rosebery wrote me that he had long believed there were few more pressing objects of policy, not only from the Irish point of view, but also from the British and imperial viewpoints. He said he believed that £10,000,000 was cheap, considering the advantages to be gained."

This tunnel is not new. Fifteen years ago it was seriously discussed. and later the Belfast chamber of commerce took it up, and asked for government assistance in getting preliminary soundings, and also for a guarantee of interest on the capital invested. But the enterprise looked bigger than it does now, and £10,000,000 sounded like more money then than it does now, and the government was afraid to go into it.

About the only danger now, from an engineering viewpoint, is the possibility of fissures in the rock. The various strata that would be crossed are known to be individually waterproof, but a fissure where two stratas are joined might spoil the whole plan, and make it necessary to find some other place of crossing than that now selected, connecting Strangaer on the Scotch side with Magee island, twenty miles northeast of Belfast on the Irish side. This is not the narrowest point in the channel, but it is the most feasible. Even here the tunnel would have to make a detour of two or three miles under water, to avoid an especially deep depression running

HANDLING BULLION IN MEXICO | The First Nebraska the Crack Regiment. Robber Who Attacked the Train Had an Unpleasant Surprise.

The story was told by a mining man

who had a good deal of experience in old Mexico, says the New Orleans Times-Democrat. "In the foothills of the Sierra Madres, about sixty miles west of Chihuahua," he said, "is the Santa Rosa gold mine, which was worked very profitably in the early '80s. The only trouble was in getting the bullion to Chihuahua, for the country was infested with all manner of thieves and desperadoes and the trail was a splendid place for a hold up. On one occasion just before a regular shipment of a couple of bricks worth about \$30,000 the superintendent got a tip that the pack train would be attacked, and took the precaution of sending along an extra guard, consisting of six men heavily armed with Winchesters and revolvers. A prospector named Dixon was at the mine and had intended going in with the party, but when he heard the rumor of the trouble he sensibly concluded that he would be safer alone and set off on an old south trail, driving a wretched burro loaded with his camping outfit. His sagacity was applauded when the news came back that the pack train had been ambuscaded in a rocky pass by a large party of Mexican brigands. One of the escorts was wounded at the first volley, and, seeing themselves hopelessly outnumbered, the guards abandoned the treasure mule and fled for their lives. Dixon reached Chihuahua all right and chuckled greatly when he heard the story, for he had been chaffed a good deal at the mine for refusing to go with what was considered a perfectly safe escort. I met him several months later and complimented him on his nerve in taking chances. 'The chances were considerably bigger than you suppose,' he replied with a grin. 'That pack mule was loaded with sawdust. The gold bricks were on my burro, under the camp truck."

## HOBBIES OF ROYALTY.

Queen Victoria's hobby is gardening, and she is passionately fond of dogs and ponies, her especial favorite being her old black pony Jessie. Her majesty is also a great lover of builfinches and has several of them, whose pretty tricks and charming piping give her immense pleasure. To insure the safety of the feathered pets it is forbidden for any one in the royal household to have a cat-at least, any one whose apartment is at all near the queen's.

The princers of Wales has a great liking for lace. Her collection, which has some wonderful specimens, is worth \$250,000. The duchess of York has one of the most interesting collections of postcards on record. It has been contributed to by the sovereigns of every land where postcards are used, the German relations of her royal highness supplying by far the greater number.

The duke of Edinburgh is an ardent stamp collector, and possesses one of the finest collections in the world. His daughter, the crown princess of Roumania, delights in perfumery bottles. as did her grandmother, the late empress of Russia, who had a unique collection of elaborate and beautiful bottles, which was valued at \$35,000, and was bequeathed to her grandmother.

The queen of Italy has a peculiar hobby-a collection of gloves, boots and shoes which have been worn at different periods by royal and imperial personages. She has a pair of white slippers and a fan which belonged to Mary, Queen of Scots; also shoes worn by Queen Anne and the empress Josephine. King Humbert takes great pleasure in amateur cooking, at which art he is an adept.

The empress of Germany is a champion knitter, and uses large wooden needles for the work she does. The queen of Greece spends a good deal of her time in fancy needlework, and is said to be the finest needlewoman among European royalties. The dowager queen of Portugal is fond of shooting and spends much time at her country place on the seaboard at Caldas, where she amuses herself by firing from a high window at bottles placed in the sea for the purpose. She is said to be an excellent markswoman. The empress of Japan is distinguished for her clever manipulation of the koto, a Japanese instrument resembling the

## Natural Bridge of Agute.

The most valuable natural bridge in the world is to be found in Arizona, lying across a deep chasm forty feet in width. It is a petrified tree about four feet in diameter and about 100 feet in length. It is pure agate all through and therefore is much more valuable as regards material than any bridge of marble or granite could be. But the most expensive material of which a bridge has ever been built ta probably telegraph wire. One was built over the Jhelum river at Kohala, in the Punjab, in the place of a bridge which was swept away in the floods in 1892. A similar bridge was constructed during the first Soudan campaign over the Kohora river for military purposes.

"One Year's Seeding, Nine Years' Weeding."

Nebraska owns the crack volunteer

regiment of the United States and also

boasts of the Biggest Mail Order

House west of the Mississippi. Hayden

Bros. are rapidly absorbing the greater

portion of western mail order trade

and are even encroaching on the dis-

tricts of the eastern houses. Send

postal cards for free price lists on any

goods you need to Hayden Bros., The

Lots of men never succeed in getting

there simply because a dread of failure

Big Store, Omaha.

keeps them from starting.

Exeglected impurities in your blood will sow seeds of disease of which you may never get rid. If your blood is even the least bit impure, do not delay, but take Hood's Sarsaparilla at once. In so doing there is safety; in delay there is danger. Be sure to get only Hood's, because

## Hood's Sarsaparilla Never Disappoints

The attempts of ex-Governor Charles Warren Lippitt, of Rhode Island, to suppress the playing of street pianos near his residence has proved unsuccessful and have developed the fact that such music, or such noise, is not nearly as unpopular as the paragraphers would have us believe. The Providence police have been uniformly indifferent to the ex-governor's appeals, and now some of his neighbors, to show their lack of sympathy; are having the pianos wheeled into their front yards and played there.

New Patents.

During the past week 517 United States inventors received patents, and of this number 169 sold either the entire or a

part of their inbefore vention the patent had issued. Amongst the concerns who bought patents were the following: Columbia and Electrical Vehicle Co., Jersey City,

N. J.; Victor Safe and Lock Co., Cincinnati, Ohio; Union Switch and Signal Co., Swissville, Pa.; Ansonia Brass & Copper Co., Ansonia, Conn.; Western Electrical Co., Chicago, Ill.; Singer Manufacturing Co., of New Jersey; E. P. Allis Co., Milwaukee, Wis.; Carter's Ink

Co., of New Jersey; American Waltham Watch Co., Waltham, Mass. Inventors desiring information as to the law and practice of patents, may obtain the same by addressing Sues & Co., Bee Building, Omaha, Neb.

Co., Boston, Mass.; Whitehead & Coag

President McKinley has received the LL. D. degree from seven colleges.

The Baltimore and Ohio railroad is now using crude oil on its tracks, though not so extensively as lines which do not use crushed stone for ballast. There are many road crossings, stations, etc., where dust flies after the passage of fast trains, and these places are being heavily coated with oil. So far the results have been gratifying.

Facts must be feminine-at least they are stubborn things.

Heed the Red Flag of Danger. Rel pimples, bloteles, lolls, sores are dangerous signals of ter ld liver, p isoned blood. Casearets Candy Cathartle will save you, Druggless, 10,25,50c

The enimity between Senators Chandler and Gallinger, of New Hampshire, was caused by a dispute regarding a postoffice appointment.

Ask Your Dealer for Allen's Foot-Ease. A powder to shake in your shoes. It rests the feet. Cures Corns. Bunions, Swollen, Sore, Hot, Callous, Aching, Sweating Feet and Ingrowing Nails. At all druggists and shoe stores, 25 cts. Sample mailed FREE. Address Allen S. Olmsted, Le Roy, N. Y.

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Work for All.

Thousands of men are making good wages in the harvest fields of Minnesota, North and South Dakota. There room for thousands more. Half rates via the Great Northern Ry, from St. Paul. Write Max Bass, 220 South Clark Street, Chicago,

The Chinese tael is a coin which has never existed. It is simply a unit used for convenience.

Faultless Starch. There are many starches on the market but only one "Faultless." All grocers sell it. Every good housekeeper uses it. Try it and be convinced. Large package icc.

Out of clothes out of countenance, out of countenance out of wit.-Ben

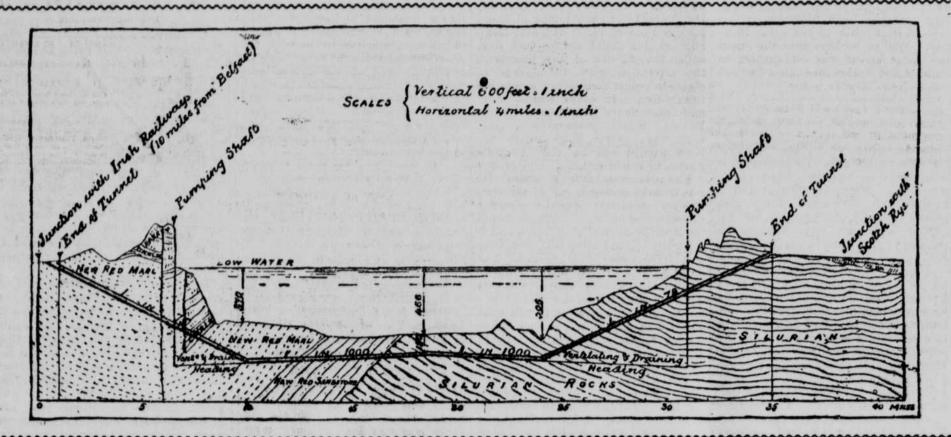
The truths we least desire to hear are those which it would be to our advantage to know.

Mrs. Winslow's Soothing Syrup. dren teething, softons the gums, reduces to lun, allays pain, cures wind doile. He a buttia

Dr. Martin Luther Brooks, who died in Cleveland, O., the other day at the age of \$7, made the first speech in favor of abolition ever made in Ohio, This was at Oberlin, which, through his efforts, was made the headquarters of the underground railway. Dr. Brooks later taught the first colored school in the west. He was an inti-

Taking the government crop report as a basis for computation, the statisthere is any delay in dispatching the tician of the New York Produce Exchange figures that at present prices The machine only requires one opera- the harvests of this country, already in sight, are worth \$1,504,499,800.

mate friend of Lincoln.



ed housekeeping before now in a house interested.

"I believe," he said, "that the proposed tunnel would bring a great change to Ireland, and although, of course, it is an undertaking that would have appalled the engineer of a generation ago, I am told that there is no mechanical difficulty today that stands in the way of it. The total length of the tunnel under the sea would be twenty-five miles and the approaches on either side would be about five miles each, making thirty-five miles in all. Of course that is about three times as long as any tunnel yet built. The Simplon is about thirteen miles, isn't it? And the St. Gothard tunnel is something like nine miles long. But it is astonishing what progress the engineers have made, and it is likely that in the course of ten years it would take to build the tunnel still further progress would be made, so that the second half might be done in less time than the first half would take.

"However, that is a matter for the experts to talk about. What I am most sure about is that the tunnel will be a great saving of time. It takes six hours to get from London to Carlisle. By means of the tunnel it would be possible to go from Carlisle to Belfast in from two to three hours. With the improvements that are to be expected in ten years it should be possible to get from Belfast to Galway in three hours. That makes eleven or twelve

hours from London to Galway." "But why do you mention Galway? That isn't especially noted as a sea-

port, is it?" "It is likely to be if the tunnel is built. It is the most convenient port to New York, and it is in the most central part of Ireland. It is the natural stopping place of the transatlantic atermers, and may become a port of

to make three or four ordinary writ- | and does much the larger part of her | ing tables. Young couples have start- business. Belfast would probably be the railroad terminal of the tunnel. This case isn't parallel to that of Mr. whose floor surface appeared no great- and doubtless the trains would run to Rhodes' railroad. Africa is unknown, er than the top of that desk. It was Belfast from the English side without and the receipts from the road were covered with newspapers and maps, in stopping. To go from Belfast to Gal- problematical, but with this tunnel the which the marquis was evidently much | way without changing cars would re- | receipts can be estimated almost scien-

"I can't say, but it seems hardly | along parallel with the Scotch coast. likely that the government will refuse.



With the route as at present laid out, it is estimated that the tunnel at its deepest point would be 500 feet under the surface of the sea, and that the steepest gradient will be one in seventy-five, which is nothing extraordinary.

Any American engineer would consider the estimate of ten years' time required for this job to be rather liberal, for great progress has been made in the speed of tunnel digging in the last twenty-five years. When St. Gothard tunnel was begun in 1872 the highest rate of progress was two and a half yards a day. Eleven years later the average rate of progress in the Arlberg tunnel was twelve yards a day. Since then the increase has been rapid, and if a chance is given to American contractors to bid on the tunnel, the British public will be rather likely to discover that it wouldn't take ten years to tie England and Ireland together with steel.

Not a little doubt has been express ed about the financial feasibility of this extraordinary undertaking. Would the government have to go down into its pocket to find the 3 per cent? It is said in reply that a large part of Ireland's growing commerce would reach England through the tunnel, which would expect to compete with the channel steamers in price, and, of course, far outrun them in speed. It is said, furthermore, that the Green Isle has vast possibilities as yet undeveloped, and only waiting for something to come along and stir them up. Owing to the efforts of Irish capitalists, tourists are beginning to take a greater interest in the island than they ever took before, and if it were not such a difficult place to reach, they could be expected to go there in shoals. As the route to Scotland would be so short and quick, it is expected that Irish produce would find a new and profitable market in the manufacturing towns of Scutiand and the north of England. CURTIS BROWN.

Six Hundred a Minute.

What do you think of stamping 600 tetters a minute? They are trying a new machine in the Chicago postoffice, and that is its record so far. The exact time is stamped on each letter, together with the canceling stamp, and if letter the blame can be easily located.