

What She Wanted.

She didn't want a corner lot way out in Kansas City. She didn't want a Turkish rug; she didn't think them pretty. She hadn't any use for oil, for chromes or for waders. She stuck her nose up at the dresses worn by Jones's daughters.

She just detested diamonds, and thought jewelry vulgar. She had no love for ornaments, Roumanian or Bulgarian. She wouldn't drive in coach and four, although she might have had one. But trudge along the street, as did her great forefather, Adam.

She didn't like the drama, and she thought the ballet horrid. She didn't like the weather cold, nor yet so very torrid. She didn't care for household work, and had no love for dishes. She let her mother darn her hose, for she detested stitches.

She didn't care for lams, and she never wrote a letter. To the papers telling how she'd try to make the whole world better. She lived in Massachusetts, she was freckled over with tan. And all on earth she wanted was a marriageable man.

—Plunder.

Making Gold.

A Birmingham man who does not wish his name to appear has been experimenting for a year on a metal resembling gold and has his discovery nearly perfected. He stumbled on the combination first while analyzing some metals; and when he realized what he had found he soon produced a metal which puzzles the best of jewelers. All the aluminums before discovered are lacking in weight or some other essential point. This new metal is as heavy as gold and to all appearances is the precious metal itself. It can be manufactured at a cost of about sixty cents a pound and will make the best foundation for gold plated goods that can be found. It is easily worked and can be either hammered or drawn. The metal is no compound, it being only one kind reduced to its gold-like appearance by the application of certain chemicals. The inventor says there is no use in taking out a patent, as no one can discover the secret of its manufacture by analyzing it.

The Snow Flower.

Count Anthonoff's curious discovery of the snow flower is likely to interest floriculturists some time to come, as, from the accounts given of it, it appears to be not only a remarkable but a singularly beautiful plant. It was discovered on the perpetually frozen ground of Siberia, but Count Anthonoff has succeeded in raising plants from seed placed in a pot of snow at St. Petersburg. The bloom lasts only for a single day, and comes once in two years. A French contemporary thus describes it: "The leaves are three in number, and each about three inches in diameter. They are developed only on that side of the stem toward the north, and each seems covered with microscopic crystals of snow. The flower when it opens is star shaped, its petals are of the same length as the leaves, and about half an inch in width."—London Globe.

Not at Home.

A most ingenious person has taken serious objection to the conventional use of the term "not at home," and the subject of the conflict of courtesy and sincerity has occupied the attention of a conscientious divine, who thinks it sinful to make polite excuses—which are ever the whiff of lies. The difficulty was met in the case of a gentleman who called on the servant that "Lady A. is in," but she is "not at home" to anybody to-day. This reminds me of the story of a young fellow who called to see a lady and heard her, as he stood in the hall, direct the servant to say she was not at home. "Then take my compliments to her," said the young man, "and please tell her I didn't call."—From the Man of the World.

Due to Nasal Difficulties.

A Dutch physician declares that a close connection exists between the exercise of mental faculties and disorders of the nose. He says that, if it were generally known how many cases of chronic headache, of inability to concentrate, of nervous mental work, were due to chronic disease of the nose, many of them would be easily cured. —New York Telegram.

Not a Failure.

"Is marriage a failure?" asked De Trompy of a former dame who had been a party to a May and December marriage. "No," she replied, with a glance toward her husband in the next room. "Not a failure. Only a temporary embarrassment."

Too True.

Ida—Mamma, why does Professor Butterbrod put that handkerchief under his chin when he plays? Is he afraid of soiling his collar? Mamma, with a glance at Professor B's linen—No dear; he is afraid of soiling his violin. —Musical Courier.

Never Blow Your Own Horn.

Hotel proprietor, proudly—You can find no hairs in my butter. Guest—No, I noticed it had passed that age. —Binghamton Republican.

Let the skeptic look around him in any city or business center, and note the most successful business men there. Who are they? The careful and judicious advertisers, invariably. A New York paper prints the interesting rumor that Mrs. Harrison, with the aid of her sister, Mrs. Scott Lord, and her daughter, Mrs. McKee, will publish a book entitled, "Our Residence in the White House." The impression of these estimable ladies of life at the White House will undoubtedly make an exceedingly readable book. By bright and intelligent women, such as they undoubtedly are, a four years' experience at the executive mansion can be turned to excellent literary account.

Does a father mind by what strange, by what hardly intelligible name, his child may call him, when for the first time trying to call him by any name? Is not the faintest faltering voice of a child, if we only know that it is meant for us, received with rejoicing? Is there any name or title, however grand or honorable, which we like to hear better? —Max Muller.

A STUPENDOUS WORK.

The Proposed Great Bridge Over the English Channel.

WHAT THE PLANS CALL FOR

Our readers may feel interested in a brief description of what is probably the most stupendous engineering work ever seriously contemplated in the history of mankind—the bridging of the English Channel. The scheme is not one of the mere visionary kind so frequently given out as a scientific sensation, but is the sober proposal of men of skill and business ability, having for its sponsors no less eminent men than M.M. Schneider and Harment, two of the most celebrated French engineers and contractors, and such English authorities as Sir John Fowler and Sir Benjamin Baker. That the proposal to unite the "tight little island" and the continent has stirred up loud-mouthed opposition may be taken for granted, when the panic caused by the tunnel scheme is brought to mind; but it is somewhat remarkable that few—and none of any engineering note—have been found to preach the feasibility of the plan upon which it has been proposed to proceed with the erection of the great bridge. The promoters of the scheme are hopeful of ultimately overcoming all opposition.

Omitting technical terms and minute details, the work proposed is as follows: Taking the line of shallowest water and shortest distance, the English and being located at Folkestone, the bridge will be 38,600 metres, or 23 miles, 3,234 feet in length. The water depth varies from 23 feet to 180 feet, and the soil is found to be of a particularly suitable nature for resisting the enormous pressure that will be put upon it. The bridge will be of composite construction, composed of 329, 656 and 984 feet straight truss spans, alternating respectively with 1,640, 1,148 and 820 feet cantilever spans, all of the Warren girder type of steel trusses. These will be supported on steel towers carried on huge masonry piers extending high above high water level.

The bridge is designed to accommodate a double-track railway, with tracks set in deep grooves and under derailment impossible; and a corrugated iron floor is provided for, with footwalks between the tracks and beneath them. At intervals houses and signal towers are placed, and certain towers are provided with light-houses. The end spans are so arranged that the bridge can be rendered useless in time of war by swinging them open.

THE SUBSTRUCTURE. The piers will be 118 in number and each is in itself a stupendous work. They will occupy one-twelfth of the waterway, but the increased current will protect all craft, while sirens, signal lights, etc., will render it no serious obstacle to steam craft. The piers will weigh about 120,000 tons each. They will have parallel sides and round ends, and a section of 7,000 cubic feet, while at deepest water they will have bases of 105 x 187 feet, with a side baster of 1 in 10. The upper surface will be 56 x 138 feet. The whole quantity of pier masonry will not be less than 141,266,320 cubic feet, and will use up 76,000 tons of iron. Ten piers will be 180 feet high, but most of them will not exceed 82 feet, while the smallest is only 16 feet. The largest pier will contain 2,020,000 cubic feet of masonry and the caisson for it 1,163 feet of iron. The caissons will be so arranged that the lower part may be used as an operating chamber to expel the soft earth in making the foundation, which chamber may be filled with concrete if necessary, while the upper part, above low water level, is movable and may be used in building the masonry of successive piers. By means of these caissons it has been found that 100,000 tons of masonry can be floated safely for months. The plan proposed in this case is to build from Folkestone and Ambleton Bay and, ballasting with 64 to 84 ft. of concrete, tow them to position in favorable weather, as completed and ground them at low tide. The most elaborate preparations for securing proper foundation have been made.

The piers will be of Marquise or Bolongne stone, and the mortar used will be composed of 1,100 lbs. of Portland cement to 35 cubic feet of sand. Two shafts will decrease the weight of each pier and afford access to the lower caisson chamber. The top of the piers will be of cut granite and a hand rail will surround each. Ten years' time is estimated as sufficient for the substructure, after shops are built.

THE SUPERSTRUCTURE.

Each of these immense piers will carry a pair of towers, each built up of two concentric cylindrical plate webs 15 and 21 feet in diameter, stiffened by cross-webs, making each tower 39.3 ft. at base, with body 26.25 ft. in dia., leaving a clear space of 9.3 ft. in dia. at the centre of the inside cylinder. These towers extend downward 46 ft. into the masonry, forming an anchorage tube 13 ft. in dia. They are trussed together to provide against wind strain, and carry alternately caps to receive the fixed and sliding shoes of the main trusses. It is proposed to assemble the trusses in pairs and pontoon them, tow them to their piers at high tide and brace them in their final relative position. Then hydraulic pressure will be employed to raise them as the towers are built up section by section until the proper level is reached. An alternate plan is to build the towers complete, then erect and assemble the 984 feet spans from platforms supported by temporary auxiliary piers. By this means the long spans could be raised entire.

The iron work is estimated to weigh 771,265 tons, or about 20.5 million tons. The cost of the substructure is placed at about 390,000,000 francs, and the superstructure at 490,000,000 francs. Its promoters believe a million passengers a year and two million tons of freight passing over it would be remunerative, and as that is about one half the passenger and one-third the freight traffic now done it is probable the estimate would be realized. The undertaking is as yet only a project, but that it receives the consideration of the most eminent of the world's engineers is evidence that it has at least a reasonable chance of success.

VICTORIA'S IMPERIAL JEWELS.

Precious Stones Worth \$600,000 Worn Only on Great State Occasions.

Queen Victoria's crown, kept with other regalia under strong guard at the old Tower, and worn only on state occasions, says a London letter to the Pittsburgh Dispatch, is one of the most costly insignia now in existence. To begin with, there are 20 diamonds around the circlet or head-band, each worth \$7,500, or \$150,000 for the set. Besides these 20 there are two extra large centre diamonds, each valued at \$10,000, making \$20,000 more; 54 smaller diamonds, placed at the angles of the others, each valued at \$500; four crosses, each worth \$60,000, and composed of 25 diamonds; four large diamonds on top of crosses, each having a money value of \$5,000; 12 diamonds in the fleur-de-lis, \$50,000; 18 smaller diamonds contained in the same, \$10,000; pearls, diamonds and rubies upon arches and circles, not mentioned before, \$50,000; also 141 small diamonds, formed in roses and monograms, \$25,000; 26 diamonds in upper cross, \$15,500; two circles of pearls about the rim of the head-piece, \$15,000 each. The total money value of this relic in any jeweller's market in the world would be at least \$600,000, metal and all included.

A Difference in Newspapers.

That we are fortunate in the possession of some newspapers, both in city and country, which well discharge their proper office, and are conducted with dignity, decorum, ability and usefulness, all will concede. But as in the matter of books, the question is, how many are of this stamp, and what relation do they bear to the whole? And what are the adjectives that properly describe the rest? Description, indeed, is unnecessary, because the knowledge of it is already notorious and universal. No thoughtful or educated person needs to be told what are the qualities of the mass of American newspapers, with the creditable exceptions already referred to; whether they are high or low in intellect; whether they are actually expressed, whether they seek to enlighten and guide public opinion, or to follow its worst aberrations and cater to its lowest instincts; whether they attempt to discuss with fairness and candor the merits of controverted questions, or whether they depend upon misrepresentation of facts, upon cheap gibes, and appeals to the meanest prejudices; whether or not they observe the truth and respect private character and the domestic life; whether, in short, they serve, so far as they go, to instruct, to improve, to elevate their readers, or only to delude and debase them. Are inquires that thoughtful men can answer from their own observation.—Hon. Edward J. Phelps in Scribner's for December.

Going Round the World on a Wager.

Walter A. Baine, Percy Lake and James Luke of Victoria, Australia, reached St. Paul last Thursday evening. They are on a tour of the world from Melbourne, a bet having been made by A. Bryce Baine, proprietor of the Colorado Globe, a Victoria sporting paper, and a Balaish banker that the trip could not be made, under certain conditions, in eight months. The trio reached Tacoma Sept 20th and started across the continent on foot, following the line of the Northern Pacific. The conditions of the bet are that every appliance may be used for travelling after reaching New York, but the journey across North America must be made on foot. The bet is for \$3,000, and the pedestrians are due at the Auckland Club in Melbourne just eight months from the date of their departure. The travel has been in good health and are confident of success.

No Doubt About It.

A small boy's class in natural history. Professor—Animals that have no feet and crawl along the ground are called reptiles. Who can give me an example of a reptile? Young Brown—A worm. Professor—Excellent. Now will some boy think of a second reptile? Young Jones—Another worm.

When the Lips are sore.

A drop of warm tallow applied to lip sores at night just before going to bed will soon cause them to disappear. This is also an excellent remedy for parched lips and chapped hands. It should be applied at night and well rubbed in. The roughest of hands, by this treatment, will quickly be restored to their natural condition.

The Baby Was Teething.

Tingle—Did you go to the ball last night? Tangle—No, I had a hawl at my house. The grand march began at 11 o'clock and lasted until 6 o'clock this morning.

He Had Been In.

Boss barber (entering late and wishing to give a shave to a customer)—Has the mayor been in this shop today? Apprentice—Yes, sir. He came in and took his nap away.

Fifty Cents a Dozen.

She (to a suitor who is in the egg business)—Of all the feathered songsters, whose notes do you prefer? He (reflectively)—To tell the truth the lay of the hen suits me pretty well.

Rev. S. W. Dike, L.L.D., in introducing a discussion of the divorce question in the North American Review for November, states that a special study of forty-five counties, in twelve states, shows that drunkenness was a direct or indirect cause in one-fifth of the cases. Other estimates give even a larger percentage.

Mr. Younghusband—Did you go to see that pony that was advertised as used to carry a child? Mrs. Younghusband—No, dear. You said you wanted a sound animal, and this was advertised as "well broken."

"Why did your foot ancestors make the thistle their national emblem?" asked an Englishman of a Scotchman. "For some ass like you to nibble at," was the caustic reply.

As an instance of the quick way in which some things are done now-a-days, it is told that in a late divorce trial in Maine, at the moment when the judge was decreeing the divorce, the clerk held in his hand a telegram from the libelous asking to be informed as soon as her husband obtained his divorce, as she and another man were waiting to be married as soon as it could legally be done.

STANLEY AND EMIN.

A Great Story of Exploration and Adventure Briefly Told.

Probably the great public has by this time forgotten the circumstances under which Emin Bey came to occupy the position of a man who made it necessary to send an expedition to his relief. The story dates from the year 1873, when Gen. Gordon appointed Emin to the position of shadowy and hazardous Governorship of Equatorial Africa. Emin accepted the commission, with all its risks, and took up his abode in the wild country as a kind of pioneer and representative of civilization. In 1882 he went to Khartoum for the purpose of mediating between the Mahdi and the Egyptian authorities, but his efforts in that direction were unsuccessful and he was sent back to his post. He obeyed orders, expecting to be supported by the Egyptian Government. That support, however, for some reason, he did not receive, and his resources exhausted, in the middle of a hostile population, his position became one of imminent danger. A letter from him, dated Wadela, July, 1886, and received a few months later at Edinburgh, Scotland, made known his situation, and steps were taken for his relief. Stanley was asked to go to the rescue, and this he willingly agreed to do. He chose the Congo River route, and on January 22nd, 1887, he sailed from London for Cape Town. That place was reached on March 10th, and by April 25th he had arrived at the mouth of the Congo River. Then began the journey through Central Africa to Wadela and back to the ocean, which has just been brought to such a splendidly successful conclusion. The result is a great triumph, not only for Stanley, but for civilization.—Philadelphia North American.

From the Labor Field.

Sacramento stonecutters work eight hours a day for \$4. The Michigan Patrons of Husbandry (farmers) have 100,000 members. The Ohio miners elected two of their number to the Legislature. One is a candidate for Speaker. San Francisco unions boycotted a shoemaker for cutting his white hands 25 per cent, and employing Japanese. He was glad to get the white hands back. San Francisco has 45,000 Chinamen, 5,000 of whom are cooks and servants, 5,000 make ladies' underwear and men's clothing, and 4,000 are cigarmakers. Some California vineyard owners are displacing their Chinese hands by white labor,