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ground railroads.

'It is owing to this that the whole structure is manifesting a disposition to slip down toward the river, while the safety of the cathedrai is gravely endangered by the immense fissures in the ground due to subsidence. This announcement, coming so soon after the fall of a huge mass of stone in Wesminster Abbey, due to the destruction by rust of the iron clamps by which the stones were fastened in their places hundreds of years ago, has given rise to, very serious alarm among the English people with regard to the safety of their two most famous cathedrals."

A serious lesson is to be drawn from these facts. We have therein the evidence that no human structure, perfect as it may appear, can escape the shattering, hand of time. Stupendous as were the monumental piles of ancient Rome, they are gradually crumbling under the weight of centuries. Even the pyramids by the Mile, and the impenetrable sphinx commence to show the effects of long ages of existence. But in those remote times men built for eternity, as they imagined; in our day men build to lease and to soil. If then St. Paul's and the Abbey give evidences of decay, may we not ask where will be in another hundred years the giant structures that tower into the skies over New York. Chicago, and other modern cities? The question is far more serious than may at first appear. We, at all events, are not prepared to give the maswer, but we strongly suspect that in the year 2000 these many-storied addinces will be where Troy, Polmyra and Persiopolis are to-day.

