

OUR BLUENOSE CLUB.

We had just sat down for a chat when one of the men came in to get an order from the superintendent. He said that another glass water gauge had burst in the boiler house, "and that makes three this week."

"Well," said the superintendent "put another in for to-night, and in the morning I will get you a large tube to put over the smaller one. The air space will protect the inner one from the cold air, and the outer one from the high atmosphere."

The company got their pipes lit, and pulled away for a few minutes in silence. Then the doctor said, "I see that the Governor of Kansas in his Arbor Day proclamation, said that the State, which the pioneers found treeless and a desert, now has upon its fertile bosom more than 20,000,000 fruit trees and more than 20,000 acres of forest trees, all planted by our people." He also said "that there had been an increase in the rainfall in Kansas had been fully proved by the statistics of the oldest meteorologists."

"Will you," said the chemist, addressing the Superintendent, "tell me something about the Hoosac Tunnel I passed through it lately and was struck with the magnitude of the work."

"Yes. The Troy and Greenfield Railway Company was incorporated in 1848, and commenced work on the Hoosac Tunnel in 1851, but the company soon ceased for lack of suitable appliances. In 1854 the State of Massachusetts voted them a loan of \$2,000,000, taking a mortgage on the company's property, but in 1861 the funds gave out, the work having progressed slowly, and in 1862 the State foreclosed its mortgage, and appointed commissioners to carry on the work. This plan did not work well, and in January, 1869, the total work done was, east end 5282 feet, west end 4,055 feet; west shaft sunk to grade, 318 feet, and central shaft sunk to a depth of 583 feet, \$7,000,000 had been expended and only one-third of the work completed. A contract was made with Shanley & Co., of Montreal, to complete the work for \$4,594,268. By dint of energy and perseverance the contractors accomplished the task.

The rock through the tunnel was principally mica slate, with some veins of quartz—in some places a hard, flinty granite was found. The final blast was fired on Nov. 27th, 1873. The holes were projected from either end, and from two shafts so accurately that they only deviated 9-16 of an inch in an advance of 10,000 feet in the mountain. This is less than 1-16 of an inch to the thousand feet. The total cost was \$17,000,000. The first train of cars passed through the tunnel on Feb. 9, 1875; the first passenger train from Boston to Troy passed through October 13th, 1875.

"The other day," remarked the doctor, "I saw the fundamental principles followed in designing carpets in the South Kensington School of Design." Here they are:—

1. The surface of a carpet, serving as a ground to support all objects, should be quiet and negative, without strong contrast of either forms or colours.

2. The leading forms should be so disposed as to distribute the pattern over the whole floor, not pronounced either in the direction of length or breadth, all "up and down" treatments being erroneous.

3. The decorative forms should be flat, without shadow or relief, whether derived from ornament or direct from flowers or foliage.

4. In colour the general ground should be negative, low in tone and inclining to the tertiary hues.

"Those rules," said the superintendent, "would be as useful to a person choosing a carpet as to a designer.

"By the way," chimed in the little chemist, "if you have bottles to pack it is a good plan to put india rubber bands round them, it prevents breakage and saves considerable space."

"I saw a curious statement the other day," said the doctor, viz., "That a large business is done in old hats between England and America and the Nicobars. The savages there consider it a mark of affluence to possess as many old hats as possible, and a good tall white hat with a broad black band will fetch from fifty five to sixty-five coconuts."

"Here is another item that may be useful to you," he continued, addressing the superintendent:

"An accident in Melbourne foundry has led to the discovery that plunging iron castings into a mixture of treacle and water softens the metal to such a degree that it can be punched, bored and tinned as readily as wrought iron." Now, Test Tube, I want a receipt for rendering fabrics unflammable.

"All right, here you are," said the chemist.

Four parts of borax and three parts of sulphate of magnesia are shaken up together just before being required. The mixture is then dissolved in from 20 to 30 parts of warm water. Into this solution the articles to be protected from fire are immersed, and when they are completely saturated they are wrung out and dried in the open air.

A French officer of engineers has conceived an idea for enabling vessels upon the high seas to communicate with the shore by means of the existing submarine cables. He proposes that these cables shall be supplied at convenient intervals with short branches, the free ends of which shall be buoyed in such a manner that passing vessels, provided with the necessary batteries and with a key by which to obtain access to the wires, may telegraph home. Experiments to test the feasibility of the scheme are about to be begun, and several branches are being attached to the cable which connects Algiers with Marseilles.

The brain is the palest of all the internal organs, and the heart the reddest. Whatever comes from the brain carries the hue of the place it came from, and whatever comes from the heart carries the heat and color of its birth-place.—Holmes.

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