Miscellaneous.

THE LARGEST RAILWAY BRIDGE IN THE WORLD.—The proposed bridge which is to carry the South Wales and Great Western Direct Railway across the river Severn, near to Chepstow, is, according to the design of Messrs. Fowler and Fulton, the engineers, to be two miles and a quarter in length, and is to have sufficient headway to permit masts of ships of 122 feet in length to pass under when the surface of the river is at the level of mean tide, so as in no way to impede the navigation. The principal opening which is to cross the low water channel is to be 600 feet span, being the total width of the Thames at Southwark Bridge, or 150 feet wider than the span of the Menai Bridge. Messrs. Fowler and Fulton estimate the probable cost of this bridge at £980,000, for which Messrs. Cochrane, Grove & Co. have undertaken to complete the work.—[*London Times.*

NEAR Gittelde, in the Dukedom of Brunswick, called the Ernst August Stollen (oradit,) is the most extensive drainage tunnel in the world. It is nearly fourteen miles in length, and drains the whole country around Zellerfeld, Clausthall, Wildman, etc, one of the most extensive mining regions in Europe. The work was commenced on the 21st day of July, 1851, under the auspices of mining engineer Borchers, at ten different points, to wit: the main entrance and nine shafts, and was brought to completion in twelve years and eleven months—or some time in June last. The adit has a regular grade of five inches to one hundred fathoms. Its dimensions are, everywhere the same. It is eight feet high and six feet wide. One side of the floor is bridged, which serves for the gangway, and the other side is for navigation. Boats made for the purpose bring out the ore, etc. To accomplish this gigantic, work there were 1,500,000 holes drilled in the rock for blasting, which, were they placed in a row, end to end, would measure 350 miles in length. The tunnel intersects some thirty or forty main working shafts. It may be added that the tunnel is walled up or arched with rock all its length.

THE FYCHOW GIANT.—A China newspaper has the following description of an enormous giant:

Our readers, says the journal, have doubtless noticed in their walks through settlements, immense posters, setting forth the extraordinary dimensions of the "Fychow giant." Next each of these posters is a red placard, in Chinese, begging the curious in such matters to "come and see an extraordinary man," over which crowds of gaping natives may be seen poring. The address to the native population sets forth that this man, whose name, by the way, is Chang, measures nine *chi* or feet, that his arm is 4 feet in length, his feet 2 feet, and his circumference 6½ feet. We cannot vouch for all these extraordinary particulars, but we are justified in saying that this giant is by far the tallest and broadest that we have ever seen. He stands about 8 feet 2 or 3 inches in height, and is proportionately broad. His figure is good, his movements as graceful as is compatible with his extraordinary height and his expression is amiable.

VERY CONSIDERATE.—Old Parson B——, who presided over a little flock in one of the back towns in the State of M——, was without exception the most eccentric divine we ever knew. His accentricities were carried as far in the pulpit as out of it. An instance we relate:

Among the church members was one who invariably made a practice of leaving before the Parson was two-thirds through his sermon. This was practiced so long that after a while it became a matter of course and no one save the divine seemed to take notice of it. And he at length told brother P. that such a thing must be needless, but P. said at that hour his family needed his services at home, and he must do it nevertheless. On leaving church he always took a roundabout course, which, by some mysterious means, always brought him in close proximity to the village tavern, which he would enter, "and thereby hangs a tale."

Parson B—— learned from some source that P.'s object in leaving church was to obtain a "dram," and he determined to stop his leaving and disturbing the congregation in future, if such a thing was possible.

The next Sabbath brother P. left his seat at the usual time and started for the door, when Parson B—— exclaimed:

"Brother P.!"

P. on being addressed, stopped short and gazed toward the pulpit.

"Brother P.," continued Parson B—— "there is no need of your leaving church at this time, for when I passed the tavern I made arrangements with the landlord to keep your toddy hot until church was out."

The surprise and mortification of brother P. can hardly be imagined.

THE SALARIES PAID THE MONARCHS OF EUROPE.—The following table, taken from a late English paper, shows the amount of money received each year by the Sovereigns of Europe:

Emperor of Austria	£ 760,787
Emperor of France, (with a debt of £3,200,000,)	1,680,000
King of Italy	650,000
The Pope, (total income calculated at over	1,000,000
King of Prussia, (about)	450,000
Emperor of Russia, (the income of the Crown domains is calculated at)	5,700,000
Queen of Spain	523,500
King of Sweden	266,500
King of Bavaria	249,653
Sultan of Turkey	1,333,882
Queen of Great Britain and Ireland, and of Colonies upon which "the sun never sets,"	385,000

The Queen's expenditure of £385,000 is thus distributed by Act of Parliament.

"£60,000 is allotted to the Privy Purse, £231,260 for the salaries of the royal household, £44,240 for retiring allowances and pensions to servants, and £13,000 for royal bounty, alms, etc."

In order to reduce the above sums into our currency multiply them by five. The income of the Emperor of Russia appears to be more than all the rest of the Sovereigns of Europe.—[*Cincinnati Enquirer.*

OBEYING ORDERS.—A certain General of the United States army supposing his favorite horse dead, ordered an Irishman to go and skin him.

'What! is Silver Tail dead?" asked Pat.

'What's that to you?' replied the officer. 'Do as I bid you, and ask no questions.'

Pat went about his business, and in an hour or two returned.

'Well, Pat, where have you been to all this time?' asked the General.

'Skinning your horse, yer honor.'

'Does it take nearly two hours to perform such an operation?"

'No yer honor, but then you see it tuck bout half an hour to catch him.'

'Catch him! fire and furies, was he alive?'

'Yes yer honor—and you know, I could not skin him alive.'

'Skin him alive? did you kill him.'

'To be sure I did! You know I must obey orders without asking any questions.'

THE YOUNG MOUSE AND THE TRAP.—I wonder if any of our little readers think it is very hard to do as they are bid? If they do, let them remember the fable of the mouse and the trap.

"Do not put your nose into that trap, though the cheese smells so good," said the old mouse to her young one. "If you do, the trap will bite you."

But the disobedient young mouse thought he could get a little bit of the cheese with safety. The trap looked so harmless, that surely he could venture in just a little way; and then the cheese looked so tempting, and had such a pleasant smell. Thinking thus to himself, little Mousey crept up very slyly, and put his nose cautiously into the hole. But just as his teeth touched the cheese, snap went the trap-spring, and caught him by the neck. Just then the old mouse returned, but she could not help him; the next moment he was dead.

PUNISHMENT OF REBELLION IN POLAND.—The magnitude and the urgency of war affairs at home have caused us to overlook the sturdy but unsuccessful rebellion which prevailed, not long ago, in a portion of Poland against the authority of Russia. The outbreak, however, is having a termination which is worthy of passing notice. It was forced upon the unfortunate Poles, it will be recollected, mainly by the despotism of their Governor, the Grand Duke Constantine, during the latter years of the reign of his father, the Czar Nicholas. Constantine's policy was the denationalization of the people under his authority. In pursuit of this policy, he fairly drove them to revolt in the end by numberless harrasments and oppressions, and by his contempt of their national customs, and even of the historic renown they had acquired centuries before under Hunniades and Sobieski in savage Christian Europe, from hosts of Mahometan invaders. These acts of severity so far compromised him with the Russians themselves, and they forbore to encourage him to a design he half entertained of setting up a claim to the paternal throne, and it passed peacefully to the possession of his mild and amiable brother. The rule of the latter has been one of extraordinary beneficence to his subjects at large—excepting the unhappy Poles. The treatment they receive seems to be as rigorous and relentless as ever. The military power of the rebellion was broken down a full year ago, yet the process of denationalizing them is still going on without relaxation.

It is now difficult for a Pole to gain a living in his own country. The railways and nearly all branches of public service have been cleared of Polish employees, and their places given to persons from Saxony, Silesia and other German provinces. None are retained in any situations, excepting the few who have peculiar professional qualifications, and cannot possibly be dispensed with. A secret tribunal, under the presidency of General Tuckolko, is in permanent session at Warsaw, and the sentences are issued against political offenders two or three times a week. Few who are brought before it, whether old or young, male or female, escape flogging, hanging, or exile to Siberia. A Polish officer, who was lately hanged, went to the gallows in a condition of insanity, caused by tortures he was compelled to undergo while in prison. The sentences of the tribunal, severe as they are, sometimes receives additional aggravation from the Russian commandant at Warsaw, General Berg. An insurgent who was recently condemned to twenty years' hard labor, for example, had his sentence "commuted" by the General to death on the gallows.

THE DRAINAGE WORKS OF LONDON.—The great system of sewerage for London is nearly completed, at a cost of four millions sterling. On the 4th of April the Prince of Wales opened the works by starting the engines for pumping. By this new machinery the impurities of the river are taken twelve miles below the city, and there discharged upon the top of the tide, which is equivalent to removing the foul sediment twelve miles further. The works have been formed on a scale so gigantic as to anticipate the wants of a largely increased population, and afford evidence of extraordinary skill and enterprise.

London stands on the north and south sides of the Thames, and slopes down to the bed of the valley occupied by the river. The enormous volume of daily refuse yielded by the capital, was poured into a tidal river, and tossed backwards and forwards with the ebb and flow, until the whole stream was polluted with corruption. The Thames, in fact, was a great open sewer, running through the centre of the metropolis, and poisoning the atmosphere with its noisome exhalations. The problem was to intercept this discharge, and carry the sewerage elsewhere. The common house sewers and local system of drains were left to do their work as before. What was wanted was a substitute, not for the drains themselves, but for the bed of the Thames, into which they ran. It became, therefore, necessary to construct certain main sewers of great length and capacity, by which the contents of the metropolitan drains might be effectually intercepted from the stream. These are now seen in the great sewers which, on different levels, run like the Thames, from west to east, and so cut the drains of the city at right angles. There are three of these enormous culverts on the north side of the river, and two on the south. On the north, the three sewers converge at Abbey Mills, near Stratford, and their contents are there thrown, by means of a "lift," into what is called the "Northern Outfall" Sewer, and conducted through that channel into the reservoir at the opening of Barking Creek. On the south side of the Thames, the two intercepting sewers converge in like manner at a point on Deptford Creek, are then merged in an "outfall sewer" of their own, and so discharge their contents into the southern reservoir at Crossness. Once received in these great reservoirs, the matter which has hitherto corrupted the air and water of the metropolis is, to say the least, completely harmless. From the reservoirs the sewerage is discharged into the river.

HOW SHERMAN REVIEWS HIS TROOPS.—A correspondent says: General Sherman conducts a review as if he would rather be engaged in any other kind of business. On this occasion, he sat his horse throughout the whole affair, but he seemed all the while to be wishing it was over. It appears to be necessary with him to do several things at once. One thing at a time does not afford him occupation enough for his restless, nervous mind and body. While the troops are going by, he must be carrying on a conversation, or smoking, or fidgetting in some way or another. He keeps general officers, and colonels, and color bearers in a painful state of suspense, for fear he will forget to salute them or the flags they carry. Once in a while he does. Very often he looks up just in time to snatch off his hat as the person or object to be saluted is across the line laid down by military etiquette. And the way in which he puts that hat on again! With a jerk, and drag, and a jam, as if it were the most objectionable hat in the world, and he was specially entitled to entertain an implacable grudge against it. Yet I was told the general was in unusual good humor to-day, and conducted himself with more than ordinary regard to the proprieties. As a rugged corporal in the Fourteenth corps, who stood near me, remarked to a contiguous friend,

"Old Bill feels good to-day—he does! Blamed if he ain't smilin'."

"Old Bill" means William Tecumseh Sherman, Major-General United States Army; but soldiers can seldom be affectionate without indulging in a touch of familiarity.

STEEL LOCOMOTIVES.—The Maryport and Carlisle Company have for some time employed steel to a great extent in substitution of ordinary iron for the working parts of locomotives, and as we are informed, with the most satisfactory results. The traffic on the line is principally coal and mineral. It has been found that with the ordinary iron tyres on the engine wheels, the distance was not more than 90,000 miles—in many cases not more than 60,000 miles—and the wheels require to be taken from under the engine for every 20,000 or 30,000 miles run, for repair and "turning up." In the case of steel tyres, however, the wheels will run 100,000 miles before they require "turning up" or repairing. The result of a very careful examination of the effects of wear leads to the opinion that the wheels will run from 350,000 to 500,000 miles, or equal to some twelve or fifteen years' work of a daily average of about 100 miles. The difference of cost between the two metals is not great; in the one case it ranges from £40 to £45 per ton, while the steel is about £55, the cost of labor in placing the tyres on the wheels being nearly the same in each case. The company have a number of boilers, axles, cranks, and excentrics made of steel, in use on the line, and they have given the greatest satisfaction. These, however, have not been in operation long enough to have a comparison drawn between them and ordinary iron portions of the locomotive; but there is reason for believing that the saving in point of wear will be equal to that effected by the substitution of steel for ordinary iron tyres. The ordinary excentrics are expensive to keep up, but those which are made of hard steel do not require any looking after for ten years, not even to the slackening of a bolt, so far as regards repairs. The experience obtained on this, and we believe on some other railways, points to a very important mode of saving one of the largest items of cost in the working expenses of railways.—[*London Railway News.*

TOBACCO.—The Paris correspondent of the London *Star* says "I mentioned lately the frightful increase of mental alienation and paralysis of the brain in France. It has been proved that this increase of lunacy has kept pace with the augmentation of the revenue from tobacco. From the year 1812 to 1832 that tax produced 28 millions and the lunatic asylums of the country contained 8,000 patients, The tobacco revenue has now reached the sum of 180 millions, and there are no less than 44,000 paralytic and lunatic patients in the various hospitals devoted to their accommodation. This parallel has been drawn by M. Jolly, and laid before the Academy of Science. The last words of his speech on that occasion are worth recording in this age of universal smoking, and young boys to whom this pernicious practice has not yet become second nature, would do well to reflect, ere it be too late, on the frightful warning the above statistics contain, as well as on M. Jolly's words. He says: The immoderate use of tobacco, and more especially of the pipe, produces a weakness in the brain, and in the spinal marrow, which causes madness."

—The population of Montreal in 1851 was 57,715; in 1861, 91,159; and the report estimates the present population at 120,000.