## Saturday. . . March, 13, 1975 THE GREAT TUNNELS.

HE EVENING NEWS.

NEW

NDE RGROUND WORKS, BOTH AN-CIENT AND MODERN.

THE TUNNELS OF ALBANO - OF CLAUDIUS-OF THE THAMES-OF MOUNT CENIS-OF THE HOOSAC-OF THE STRAIT OF CALAIS-OF THE HUDSON.

[CONCLTDED.]

## THE GREATEST TUNNEL IDEA OF MODERN TIMES.

or of any other times, is the pro-posed passage under the strait between Dover and Calais, which will, or would have the effect of renewing more intimately and far more profitably the ancient inter-course between France and England—an intercourse for ages of mutual jealousy and war, leading the people on either side to look on those on the other as "natural enemies"-to use the very British expression of that especial Briton, Charles James Fox. But nature has no part in the antipathies has no part in the antipathies which grow up between near neighbors, and Napoleon was wise ensugh to understand his geogra-phy. In 1802 he encouraged the plan of M. Mathieu to unite the two countries by a tunnel, or something like a floating bridge, after the manner of the polygomphon odis-ma, or floating causeway, built once upon a time by King Xerxes across the Hellespont. The idea was rather a wild one for that time, but Napoleon, who had no hatred of the English, favored it, taking occasion to say that Eng-land and France united could be masters of the world-a "Napomasters of the world—a "Napo-leonic idea," which subsequently influenced the policy of his nephew, Napoleon III. But the flerce wars came instead of the viaduct. In more peaceful times, over fifty years ago, MM. Tessie de Mottray and Franchot suggested the laving and Franchot suggested the laying of a huge cast-iron tube in sections of a huge cast-from tube in sections along the bed of the strait between the French and English coasts. An-ether projector, M. Payerne, pro-posed a scheme of vast moles from each side and a long bridge of solid masenry in the middle, streng enough to cope with the elements of that stormy channel. The Englishmen, Winton, Colburn, Chal-mers, Cowan, Page and others, were rather in fayor of Mottray's were rather in favor of Mottray's plan of laying down the huge tubes of cast iron, while many others contended for the long bridge, with enormous piers and openings at in-tervals for the passage of ships. For many years this great idea has been agitating the minds of English and French speculators and engineers and at last a balance

THE STOCK of GENTLE-**MEN'S FURNISHING** GOODS, French Cassimeres, and other MERCHANDISE. heretofore carried by our Clothing Dep't, has been transferred to the Wholesale Dry Goods Dep't, under the charge of H. S. BEATIE.

This Stock comprises an **ENDLESS** Variety of Gentlemen's Furnishing Goods, Men's and Boys' Ready-Made Clothing in all grades, and many remnants of French and English Cassimeres, principally SPRING STYLES, all of which, being of a better grade than our Wholesale Trade requires, will be JOB-BED OFF AT UNUSUAL-LY LOW FIGURES.



January M. Calliaux, French Minis-ter of Public Works, introduced into the Assembly a bill for the for-mation of a tunnel under the strait mation of a tunnel under the strait of Calais, naming it a *Project d' Utilite Publique*. This bill was passed. The application for the concession has been deposited with the government, and signed by Michael Chevalier, C. Bergeron, Paul Christofle, Lord R. Grosvenor, Sir W. Howes, F. Kuhlemann, of Lille, P. Talabot, Theme de Gam-ond, and other men of note and influence. Under this bill two bodies, composed of capitalists and engineers, have been associated, one to act in England and the other in France, each to carry on from its own side a series of surveys and explorations preliminary to the main undertaking, and each com-pany is to work on its own capital of pany is to work on its own capital of 2,000,000 francs, or over £80,-000 sterling. The French com-pany is the Societe des Etudes, adpany is the Societe des Etudes, ad-ministered by a committee of which M. Chevalier is chairman. Already Messrs. Rothschild have subscribed one-quarter of the capital on the French side, and the French Nor-thern Rallway Company one-half of the same. On the English side Sir John Hawkshaw is the engl-neer-in-chief, and the Southeastern and London and the Chatham and Dover Railroad Companies are and hondon and the Chatham and Dover Railroad Companies are largely interested in the enterprise, as they well may be; while Mr. Brunton, the well-known engineer, has invented a new borer which will do even better than that used in the Mont Cenis tunnel. On the in the Mont Cenis tunnel. On the French Side M. Lessops, construc-tor of the Suez Canal, is ardently engaged in the course of the strait tunnel, and has recommended it in an address delivered before the Academy of Science. Indeed, the Frenchmen are more enteres on this matter than the English, be-lieving they would be the greatest gainers by the achievement. THE TWO PRELIMINARY COMPA-

and engineers, and at last a balance of possibilities has resulted in a de-cided purpose. On the 24th of last

will now proceed to survey the road they mean to travel. They already know, of course, the soundings of the strait between the Bay of St. 



